Alameda Canvas and Coverings. Rooster’s, a real sail loft. Bella Ironworks Ornamental Blacksmith. Blue Pelican Consignments & Chandlery. Just four of the twenty-two businesses you’ll find at Grand Marina.

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- Complete bathroom and shower facility, heated and tiled
- FREE pump out station open 24/7
- Full Service Marine Center and haul out facility
- Free parking
- Free WiFi on site!
- And much more…

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ANDERSON-ENCINAL
510-865-1200
Leasing Office Open Daily
2099 Grand Street, Alameda, CA 94501
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Out with the Old, in with the New

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So, in addition to the initial #2 jib, they now have a new #3 and #1. With the new #1, Arcadia placed first in class and first overall in the Golden Gate Midwinters to win the coveted Manuel Fagundes Seaweed Soup Regatta trophy.

Now Gordie has a new Pineapple mainsail on order. For Gordie, the connection to the designer and builder of his sails is key to his satisfaction and to Arcadia's success - and to ours at Pineapple Sails as well.

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West Marine in Oakland, Alameda, or Richmond;
or Svendsen’s in Alameda.

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Phone (510) 522-2200
Fax (510) 522-7700
www.pineapplesails.com
2526 Blanding Ave., Alameda, California 94501

*Powered by Pineapples
Cover: ‘Alchemy’ navigator Artie Means snapped this photo from
the end of the spinnaker pole during a peel in the 10 Vallarta Race.

Photo by: Artie Means
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Beneteau 473, '06 .............324,000
Beneteau 461, '98 ............190,000
Beneteau 461, '01 ............190,000
Hunter Legend 450, '98 .......159,000
Beneteau 459S, '91 ............157,500
Beneteau 423, '05 ............239,000
Tartan 4100, '96 .............229,000
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Islander 36, '72 .................62,500
Catalina 36, '88 ...............63,500
Pearson 36, '85 ...............65,300
Fantasia 35, '79 ..............74,900
J/109, '93 ....................173,900
Beneteau 343, '07 ............128,500
Express 34, '87 ...............59,900
Beneteau 331, '02 ............85,900
Beneteau 323, '06 ............94,900
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www.latitude38.com
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<th>Price</th>
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<tr>
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<td>2005</td>
<td>$315,000</td>
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<tr>
<td>Catalina 42</td>
<td>2005</td>
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<tr>
<td>Catalina 400</td>
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<td>Catalina 400</td>
<td>2001</td>
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<tr>
<td>Catalina 387</td>
<td>2004</td>
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<tr>
<td>Catalina 380</td>
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<tr>
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<td>1993</td>
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<tr>
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<td>Catalina 34</td>
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<td>Catalina 320</td>
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<td>Catalina 310</td>
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<td>Catalina 280</td>
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<td>Catalina 28</td>
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## Preowned Sailing Yachts

<table>
<thead>
<tr>
<th>Yacht</th>
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<tbody>
<tr>
<td>Hunter 466</td>
<td>2004</td>
<td>$209,500</td>
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<tr>
<td>Hunter 460</td>
<td>2000</td>
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<tr>
<td>Hunter 45 CC</td>
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<tr>
<td>Cavalier 45</td>
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<tr>
<td>Morgan 45CC</td>
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<tr>
<td>Jeanneau 43</td>
<td>2002</td>
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<tr>
<td>Hunter 44DS</td>
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<td>Fair-Weather Mariner 39</td>
<td>1895</td>
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<td>Hunter 37</td>
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<td>Hunter 35.5</td>
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<tr>
<td>Islander 36</td>
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## Preowned Power Yachts

<table>
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<th>Yacht</th>
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<tr>
<td>Trojan II Meter Exp 37</td>
<td>1988</td>
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<tr>
<td>New Ranger Tugs in Stock</td>
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<tr>
<td>Ranger 29 Tug</td>
<td>2010</td>
<td>$224,937*</td>
</tr>
<tr>
<td>Ranger 25 Tug</td>
<td>2010</td>
<td>$139,937*</td>
</tr>
<tr>
<td>Ranger 25-SC Tug</td>
<td>2010</td>
<td>$129,937*</td>
</tr>
<tr>
<td>Ranger 21-EC Tug</td>
<td>2010</td>
<td>$49,937*</td>
</tr>
</tbody>
</table>

*Base price.

---

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**Strictly Sail Pacific**

**April 15-18**

**Jack London Square**

---

**Introducing 2010 R29 "Newport Edition"**

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46' HUNTER 46LE, '05 $248,500
She shows like new and is well equipped including heat and air conditioner. The perfect boat for heading south or maybe west!

44' SEA WOLF CC KETCH, '84 $89,900
Black Orchid is a solid, full keel, original-owner vessel with little use. Aluminum spars were replaced 2004. Roomy interior!

43' GULFSTAR CC, '79 $84,900
Her pedigree as a proven cruiser provides the cure for those in need of visiting faraway places. Add some food and go!

42' PASSPORT, '81 $124,900
Anyone considering offshore passages must take a serious look at this fast, comfortable performance boat. See her at our docks!

30' ISLANDER BAHAMA, '80 $24,900
Affordable coastal boat for first-time buyer and great family boat for water safety. Reliable diesel for those windless days.

30' CATALINA, '80 $22,500
She's a very popular 30-foot sailboat. They are sailing to the islands and Mexico. Very affordable with dodger, wheel and diesel.

36' SCHOCK NEW YORK, '82 $37,500
She's undergone an extensive refit and has a great inventory. Functional, comfortable layout below keeps family and crew happy.

35' COOPER 353, '81 $69,000
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33' NEWPORT, '85 $34,900
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30' CATALINA, '80 $22,500
She's a very popular 30-foot sailboat. They are sailing to the islands and Mexico. Very affordable with dodger, wheel and diesel.

30' ISLANDER BAHAMA, '80 $24,900
Affordable coastal boat for first-time buyer and great family boat for water safety. Reliable diesel for those windless days.

30' ERICSON 30-PLUS, '84 $29,900
Rigging/sail upgrades along with an efficient hull shape make her easy to handle, and a worthy competitor around the buoys.

2007 TAYANA 46 PILOTHOUSE
Cruise in comfort in any climate with inside steering. Virtually new. $335,000

1997 TARTAN 4600
Custom Kevlar reinforced hull. Beautifully maintained. $349,000

1988 FRASER 51 CUTTER
Canadian-built center cockpit cutter. Great shape, ready to go again. $214,900

1974 CHEOY LEE MIDSHIPMAN
Live aboard or cruise in this roomy CC ketch. 160 hrs on 56hp Yanmar. $69,000

1973 BREWER 43 CC KETCH
Custom center cockpit teak ketch maintained by a meticulous owner. $69,000

2005 TAYANA 48 CC
Mexico vet. In great shape and loaded with everything you need. $469,000

2005 TAYANA 64 DECK SALON
Beautiful, fully equipped, 4 stateroom, 3 head vessel. $935,000

2007 TAYANA 46 PILOTHOUSE
Cruise in comfort in any climate with inside steering. Virtually new. $335,000

1994 TAYANA 42 AFT COCKPIT
In great shape and ready to go! Many recent upgrades. $139,500

1973 BREWER 43 CC KETCH
Custom center cockpit teak ketch maintained by a meticulous owner. $69,000

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2006 Jeanneau 54 DS $615,000
2009 Jeanneau 50 DS $439,000
2008 Hunter 49 $369,000
1979 Perry 47 $159,000
2002 Hunter 466 $219,000
2004 Hunter 466 $217,900
2003 Hunter 466 $219,000
1999 Hunter 450 $189,000
2008 Jeanneau 45 DS $318,500
1997 Hunter 42 $137,000
2005 Hunter 41 AC $185,000
1999 Hunter 410 $129,000

PRE CRUISED SPECIALS

2006 Jeanneau 54 DS $615,000
2009 Jeanneau 50 DS $439,000
2008 Hunter 49 $369,000
1979 Perry 47 $159,000
2002 Hunter 466 $219,000
2004 Hunter 466 $217,900
2003 Hunter 466 $219,000
1999 Hunter 450 $189,000
2008 Jeanneau 45 DS $318,500
1997 Hunter 42 $137,000
2005 Hunter 41 AC $185,000
1999 Hunter 410 $129,000

New 2010 Model – Hunter 39

New Design – Jeanneau 42DS

PRE CRUISED SPECIALS

1977 Newport C&C 41 $59,900
2008 Beneteau 40 $208,900
1986 Beneteau 40.5 $65,000
2003 Catalina 400 $179,500
1997 Hunter 40.5 $114,900
2000 Jeanneau SO 40 $159,000
2003 Beneteau 393 $135,000
2009 Hunter 38 $190,000
2000 Hunter 380 $114,500
2004 Hunter 386 LE $129,900
2004 Hunter 386 LE $135,500
2005 Sabre 386 $270,000

PRE CRUISED SPECIALS

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2008 Beneteau 40 $208,900
1986 Beneteau 40.5 $65,000
2003 Catalina 400 $179,500
1997 Hunter 40.5 $114,900
2000 Jeanneau SO 40 $159,000
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2000 Hunter 380 $114,500
2004 Hunter 386 LE $129,900
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1986 Freedom 36 $64,900
2007 Hunter 36 $149,995
2007 Hunter 36 $149,500
2003 Hunter 356 $85,000
1994 Hunter 35.5 $65,000
2004 Jeanneau 35 $129,990
1979 C&C Sloop 34 $34,500
2007 Hunter 31 $87,500
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Apr. 1 — Don’t be a fool, go sailing!
Apr. 1 — Moroccan Sailing Adventure by John Connolly at San Carlos West Marine, 6-7 p.m. Info, (650) 593-2070.

Apr. 3 — Marine Swap Meet at Alameda West Marine, 7 a.m.-2 p.m. Info, (510) 521-4865.
Apr. 3 — Finding & Maintaining the Right One by Guy Stevens at San Carlos West Marine, 12-3 p.m. Reservations, (650) 593-2070.

Apr. 4 — Have an Around-the-Bay Easter Egg Hunt.
Apr. 4-25 — Intro to Sailing class by Sailing Education Adventures (SEA), Sundays 9 a.m.-4 p.m. Free for members. Info, info@sfsailing.org or (415) 775-8779.
Apr. 4-25 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Apr. 5 — Tour the Golden State’s Clipper Round the World Yacht Race entry California at San Francisco Marina, 10 a.m.-12 p.m. & 2-4 p.m. Info, www.clipperroundtheworld.com.

Apr. 6-June 1 — America’s Boating Course by San Luis Rey Sail & Power Squadron at Oceanside YC, 6:30-9 p.m. Info, (760) 729-6034.

Apr. 7 — Pete Rollason will talk about his role as skipper of California in the Clipper Round the World Race at GGYC, 5:30 p.m. $10 donation benefits Friends of the (SF) Marina. Info, Larry.White@sfgov.org.

Apr. 7-28 — Wednesday Yachting Luncheon Series at St. Francis YC. 12-2 p.m., $13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs’ members welcome. More info under the ‘Events’ tab at www.sfyc.com.


Apr. 8 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Apr. 11 — Marine Swap Meet & Open House at Berkeley YC, 6 a.m. John, (510) 843-9292, manager@berkeleyyc.org or www.berkeleyyc.org.


Apr. 15, 1912 — The “unsinkable” RMS Titanic sinks after striking an iceberg on her maiden voyage across the Atlantic. Nearly 70% of the 2,223 souls aboard perish.

Apr. 15 — Cruising the Coast by Capt. Ron Brown at San Carlos West Marine, 6-7 p.m. Free. Info, (650) 593-2070.

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30' Knarr, 1984 $25,000

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Apr. 17, 1835 — Prominent financier and yachtsman J.P. Morgan, who cancelled his trip aboard the Titanic at the last minute, is born in Hartford, Connecticut.


Apr. 18 — Presentation by Bob and Jeanne Crawford, authors of Black Feathers, A Pocket Racer Sails the Singlehanded TransPac, at Golden Gate YC, 12 p.m. Brunch is $10, the talk is free. Info, (415) 786-5558 or vectormenow@yahoo.com.


Apr. 18 — Capital City YC’s Nautical Swap Meet at Sacramento City Marina, 8 a.m.-1 p.m. Info, (916) 802-4448.

Apr. 18 — Fishing Demo Day at San Jose West Marine. Free. Reservations, (408) 246-1147.

Apr. 22 — Celebrate Earth Day on the liquid part!

Apr. 22 — Anchoring class by US Power Squadron at San Carlos West Marine, 6-7:30 p.m. $30. Info, (650) 593-2070.

Apr. 23-25 — Inaugural Tacoma (WA) Schooner Rendezvous at the Foss Waterway Seaport, 10 a.m.-6 p.m. Tour 15 schooners, enjoy booths, food and music. $5 per person (kids under 12 free). Info, www.tacomawaterfrontassociation.org.

Apr. 24 — Nautical Swap Meet & Port Supply Tradeshow at Sausalito West Marine, 9 a.m.-4 p.m. BBQ gets fired up at 11 a.m. Proceeds from BBQ and donations go to Spaulding Wooden Boat Center. Info & space reservations, (415) 332-0202.

Apr. 24 — Spaulding Boat Center Open House, 10 a.m.-4 p.m. Find out more about Youth Apprentice Program and the Freda restoration. Info, www.spauldingcenter.org.

Apr. 24 — USCGA Boating Safety Course at San Jose West Marine, 10 a.m.-2 p.m. $20 fee includes materials and lunch. Reservations, (408) 246-1147.


Apr. 25 — Opening Day on the Bay! Don’t miss the blessing of the fleet in Raccoon Strait, 10:30 a.m.-noon (enter from the east). Info, www.picya.org.

May 6 — Cruising the Mexican Coast by Neal Dotem at San Carlos West Marine, 6-7:30 p.m. Info, (650) 593-2070.

May 8 — Port Supply Trdeshow at San Carlos West Marine, 10 a.m.-p.m. Info, (650) 593-2070.

May 16 — Marina Bay Yacht Harbor Boaters Swap Meet, 8 a.m.-.noon. Info, (510) 236-1013 or info@mbyachtharbor.com.

May 16 — Elkhorn YC Nautical Flea Market in Moss Landing. Come early for breakfast burritos, music, and fun. Starts at 7 a.m. Info, (831) 724-3875 or eyc@elkhornyc.com.

May 22 — Peninsula YC’s Boaters Swap Meet at Docktown Marina in Redwood City, 7:30 a.m.-2 p.m. Info, (650) 369-4410 or www.pyboating.org.

May 22 — 13th Annual Delta Loop Fest, the opening kick-
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Like new, low hours, the perfect picnic boat.
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J/32, 2001, Independence
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J/124, 2007, Fortuna
For the joy of sailing, experience the J/124.
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52’ Santa Cruz, ‘00, Isis ……………………………… $520,000
52’ Santa Cruz, ‘99, nenegaar ………………………… $595,000
52’ Santa Cruz, ‘98, Hula ……………………………… $575,000
52’ TransPac with IRC mods, ‘03, Braveheart’ ……… $499,000
48’ J/145, Hull #9, ‘03’ ……………………………….. $675,000
44’ J/44, ‘93, Halcyon Days’ ………………………… $315,000
42’ Custom Wylie, Scorpio …………………………… $169,000
42’ Beneteau First ………………………………………….. $99,000
41’ J/124, ‘07, Fortuna …………………………………… $298,000
41’ Passport, ‘90, 36’1” ……………………………….. Reduced $224,000
40’ J/122, ‘07, TKO …………………………………….. Just Listed $469,000
40’ J/40, ‘86, China Cloud ……………………………… $159,000
40’ X-119, ‘89’ …………………………………………. $109,000
40’ Avance, ‘85, lavender’ ………………………….. $139,500
40’ Olson, 1983, Elka ………………………………….. $78,000

39’ Carroll Marine CM 1200, ‘95’ …………………… $82,500
38’ True North 38, Zest ……………………………… $375,000
36’ J/109, ‘03’ ……………………………………….. $105,000
36’ J/109, ‘04, Crazy Diamond ……………………… $160,000
36’ J/105, Hull #502, ‘02, Grace O’Malley ………….. $115,000
36’ J/105, ‘02’ ……………………………………….. Just Listed $99,000
35’ J/105, Hull #347, ‘00, azul ejege ……………… $109,000
35’ J/105, Hull #298, ‘00, Chilaiem ………………… $109,000
35’ J/105, 106, Life & Good* ………………………… $83,000
35’ J/105, Hull #103, ‘95, Aquavit …………………… $89,000
35’ J/35, ‘87, Pacific Express ………………………….. $42,000
35’ J/35, ‘84, Blue Streak* …………………………… $34,000
35’ J/35, ‘84, the east* ……………………………….. Reduced $39,900
35’ 1035, ‘00, Great Sensation ………………………… $84,900
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34’ J/34, ‘85, the zoo* ………………………………… $29,900
34’ Wylie, ‘80* ………………………………………… Just Listed $34,000
34’ D-Class Catamaran, Rocket 88* ………………… $38,000
34’ MJM 34z, ‘05* …………………………………….. $365,000
34’ Olson-Ericson, ‘89* ……………………………… $47,500
33’ J/100 Hull #180 demo …………………………… $149,000
33’ J/100 Hull #9 2005 ……………………………….. $106,000
33’ J/100, Hull #5, ‘05, Reddie Freddie ……………… $109,000
32’ J/32, Independence, ‘00 ………………………….. $125,000
32’ J/32, ‘97, in Alaska ……………………………….. $109,000
29’ MJM 29z, ‘07* …………………………………… $269,000
28’ Alencion Express, ‘06* …………………………. Reduced $99,000
27’ Atrim 27, ‘98, Luna ……………………………….. SOLD
27’ Choate, ‘97* ………………………………………… $13,900

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Racing

Mar. 29-Apr. 4 — BVI Sailing Festival & Spring Regatta, British Virgin Islands. One of the Caribbean’s best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.britispringregatta.org.


Apr. 6-May 18 — Free Pelican racing at the Cityfront’s Aquatic Park every Tuesday, 5:30 p.m.-sunset. Info, www.maritime.org/adult-classes.html or (415) 292-6664.

Apr. 10 — Bullship Regatta, the annual running of El Toros from Sausalito to the Cityfront. Info, www.eltoroyra.org.

Apr. 10 — Spring Tune-Up Race, the mother of all beer can races. RYC, (510) 237-2821 or www.richmondyc.org.

Apr. 10 — SSS Corinthian Race, formerly known as the In the Bay Race. Info, www.sfbaysss.org.


Apr. 10 — Don Wan Regatta, TYC. Ian Matthew, (415) 883-6339 or race@tyc.org.


Apr. 10-11 — Resin Regatta for Melges 24s, Etchells, Express 27s, Alerion Express 28s and J/24s. SFYC, (415) 789-5647 or www.sfyc.org.

Apr. 10-11 — J/Fest, one design and PHRF buoy races on Saturday, pursuit race on Sunday. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.


Apr. 23-25 — 63rd Newport to Ensenada Race, one of the largest international yacht races. Info, www.nosa.org.


Apr. 24 — SBYRA Summer #1. Info, (650) 558-1549.

Apr. 24-25 — Finn/Flying Dutchman Regatta. BVBC,
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- **Apr. 24-25** — Commodore’s Cup. HMBYC. [www.hmbyc.org](http://www.hmbyc.org).
- **May 1** — YRA-WBRA Races. SYC. [www.yra.org](http://www.yra.org).
- **May 1** — Otter Cup #1. Elkhorn YC. [www.elkhornyc.com](http://www.elkhornyc.com).
- **May 1-2** — The 111th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or [www.yra.org](http://www.yra.org).
- **May 1-2** — MHRA Chico Classic on Black Butte Lake. For multihulls only. Info, [www.catamaranracing.org](http://www.catamaranracing.org).
- **May 2** — Spring Series #5. SSC. [www.stocktonsc.org](http://www.stocktonsc.org).
- **May 2** — Frostbite Race #5. Elkhorn YC. [www.elkhornyc.com](http://www.elkhornyc.com).
- **May 8** — YRA-OYRA Full Crew Farallones Race. SFYC. [www.yra.org](http://www.yra.org).
- **May 8** — Doublehanded Long Distance Race #2. SSC. [www.stocktonsc.org](http://www.stocktonsc.org).
- **May 8** — Annual El Toro Flight of the Bulls, Foster City Boat Park. Info, mollyregatta@hms.aol.com or [www.eltoroyra.org](http://www.eltoroyra.org).
- **May 8** — Otter Cup Series #2. Elkhorn YC. [www.elkhornyc.com](http://www.elkhornyc.com).
- **May 15-16** — BAYS Summer Series #1 for Optis, Lasers, C420s & CFJs. SeqYC. [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).
- **May 22** — 33rd Singlehanded Farallones Race, a local rite of passage. SSS. [www.sfbaysss.org](http://www.sfbaysss.org).
- **May 29** — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philes. Info, [www.mastermariners.org](http://www.mastermariners.org).
- **July 5** — 16th Biennial Fun Race to Hawaii, aka the Pacific Cup. For details on the race and seminars, visit [www.pacificcup.org](http://www.pacificcup.org).

**Summer Beer Can Regattas**


**BAY VIEW BOAT CLUB** — Monday Night Madness Spring: 4/19-5/3, 5/17, 5/31, 6/14, 6/21 (make-up), Arjan Bok, (415) 864-4334 or bayviewracing@sbcglobal.net.

**BENICIA YC** — Thursday nights: 4/1-6/24, 7/8-8/26, 9/9-9/30. Grant Harless, (510) 245-3231 or harlessgrant@sbcglobal.net.

**BERKELEY YC** — Every Friday night: 4/2-9/24. Bobbi, (925) 939-9885 or bobbi_john@jfcbat.com.

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races. intracub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at racing_chair@cal-sailing.org.

**CORINTHIAN YC** — Every Friday night: 4/9-9/3. Donal Botkin, (415) 497-5411 or racing@cyyc.org.

**COYOTE POINT YC** — Every Wednesday night: 4/7-10/27. Torin Knorr, (650) 863-2570 or regatta@cpyc.com.

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LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/19-10/13. Pete Russell, (775) 721-0499.

LAKE WASHINGTON SC — Every Thursday night: 5/6-8/26. Roy Pitts, (530) 908-7160 or rpitts@ucdavis.edu.

LAKE YOSEMITE SA — Every Thursday night: May-August. Steve Eyberg, seyberg505@sbcglobal.net.


OAKLAND YC — Wednesday Night Sweet 16 Series: 5/5-6/23 & 7/28-9/15. John Tuma, (510) 366-1476 or j_tuma@comcast.net.


SHORELINE LAKE AQUATIC CENTER — Catalina 14.2 racing every Thursday night during Daylight Saving Time. Laser Racing every Wednesday night, May-October. John Stedman, (650) 949-9948 or (650) 965-7474.


STOCKTON SC — Every Wednesday night: 6/2-8/25. Phil Hendrix, (209) 598-4415 or regatta10@stocktonsc.org.

TIBURON YC — Every Friday night: 5/21-8/27 & 9/10. Ian Matthew, (415) 883-6339 or ian.matthew@comcast.net.

VALLEJO YC — Every Wednesday night: 4/14-6/23 & 7/7-9/29. Gordon, (530) 622-8761 or fleetcaptainsail@vcy.org.

Mexico and Beyond

Apr. 1-6 — Sea of Cortez Sailing Week is back! Sailing, hiking, volleyball, more sailing, pot lucks, snorkeling, T-shirts, more sailing, lay days, instant friends, and of course, more of the most fabulous sailing you will find. Entry fee of $25 is a tax deductible donation to Fundación Ayuda Niños (Foundation for Helping Children). We limit the number of entries to ensure room for the entire fleet on the infamous cocktail cruise aboard Profligate. To enter email patsyfish@gmail.com.

Apr. 8-11 — La Paz Bay Fest. This will be the fifth year for...
The Sailor’s Boatyard welcomes the Sailor’s Sailor.

Teacher. Sailor. Boat builder. Skipper. Navigator. Crew. Every aspect of sailing has been Kim Desenberg's avocation and passion. His very way of life, since he sailed as a young kid on his family’s 27’ wooden cutter in the Channel Islands.

While at Stanford, Kim sailed on the college team and was named an Intercollegiate All American sailor. Since then, he’s sailed Transpacs, crewed in the One Ton World Championships, navigated a 3-month passage from Hawaii to Sydney, and raced in countless competitions up and down the West Coast of the United States and Mexico, as well as the East Coast, Caribbean and Europe.

Over the years, Kim has come to know the ins-and-outs of boat building and repair like no other. He owned North Coast Yachts for 20 years, building custom sloops, fiberglass racer-cruisers, and a bunch of Wylie Wabbits. For the last twelve years, Kim was a Yard Manager at KKMI boatyard in Point Richmond, where many customers will remember him for his honesty, integrity and the extraordinary care and attention he gave them and their boats.

If you’re a member of the St. Francis Yacht Club, the Richmond Yacht Club or the Inverness Yacht Club, you’ve probably seen Kim on the racecourse, or advising cruisers and day-sailors how to be better sailors, improve their boat’s performance, and keep their boats in great shape.

And now, we’re proud that Kim has made Bay Marine Boatworks his new home. Give him a call at (510) 237-0140. He’ll give you and your boat the time and attention you deserve. And you’ll discover that Kim is not only the sailor’s sailor, but a heck of a nice guy as well.
this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest will soon be found at www.clubcruceros.org.

Apr. 30-May 2 — Loreto Fest and Cruisers’ Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenportyachtclub.com.

June 18-20 — Tahiti-Moorea Sailing Rendezvous, hosted by Latitude 38 and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe racing. Info, www.pacifi cpuddlejump.com.

Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you’re totally old-school, mail them to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that either are free or don’t cost much to attend. The Calendar is not meant to support commercial enterprises.

April Weekend Currents

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April Weekend Tides

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<td>1000/4.8</td>
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David Kory: davidkory@gmail.com  925-787-6893
I'm a 29-year-old woman from Boston who has been sailing for almost three months now. The first conversation I had after showing up at Downwind Marine in San Diego was with Patty, and it went like this:

“Oh, you’re new? Then you need this,” she said, handing me a copy of Latitude 38 from a stack.

“What’s this?” I asked.

“It’s the bible,” she responded.

And she was right. I am picking up so much information from Latitude — from sailing terminology to places to visit, people to know, safety issues, weather stuff, anchorages and so much more.

You see, I'm a city girl who decided to seek out adventure and new friends. I've found it in sailing and cruising. And frankly, I want to spread the word to all the 20- and 30-somethings out there that I feel I've discovered a treasure more people my age need to find. Get off the couch and go travel!

I found that getting way into sailing wasn’t hard at all. Thus far, I've been lucky enough to get a bar-napkin lesson from a legendary yacht designer in San Diego; sit three boats over from a circumnavigator who was featured in Latitude last year, putting ‘circumnavigation’ on my Bucket List; watch an expert build a boat on Shelter Island; crew on Blue Blazes, Dennis Conner’s old R/P 50 and winner of the Puerto Vallarta Race a few years back, in the fantastic MEXORC; do Zihua SailFest; and cruise the mainland coast of Mexico.

In my first few months of cruising — I flew to Puerto Vallarta to get on a boat — I’ve been fortunate enough to see and/or experience Yelapa’s 100-ft waterfall, hundreds of jumping dolphins in Banderas Bay, two days of sailing in 30-knot winds, pristine beaches, empty anchorages, and my first overnight passage. From all of this I quickly found respect for the ocean I’ve been so curious about.

And there’s been plenty of the adventure that I was looking for, from racing — which I love — to the tsunami scare. I was in Zihua at about 10 a.m. when I learned the tsunami was expected to hit in less than half an hour. I informed the folks in the office at Ixtapa Marina — who didn’t know anything about it — then headed for the hills! I planned to spend the day in the elevated jungle, but I happened upon a resort with a view of Zihua Bay. From there I was able to see boats weigh anchor and head out to sea. The water at Los Gatos Beach rose 15 feet, then fell 15 feet, within a period of four minutes. Before it was over, several fingers broke free from the docks in Marina Ixtapa, and one wave washed over the famous basketball court in Zihua Centro. No one was hurt in Zihua, but my heart goes out to all the people of Chile.

And I had a blast at this year’s SailFest in Zihua! There were parties at Rick’s Bar, the 20-boat parade, the Round-the-Rock Race, and the Chili Cook-Off — and all were big successes. Pamela Bendall of the British Columbia-based Kristen 46 Precious Metal was so energetic and enthusiastic that she drew crowds all week. All the money raised — last year it was $45,000 U.S. — went to local schools for kids who
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probably wouldn't otherwise get an education.

One of the great things about doing SailFest is that I got to meet so many wonderful active cruisers, such as Bernard Slaber of the San Francisco-based Freedom 36 Simple Pleasures, Mark Scarretta of the Oregon-based Lagoon 380 Younner Girl, Bill Lilly from the Long Beach-based Lagoon 470 Moontide — who had a crew of 14 for the race — Pete Boyce of the Tiburon-based Sabre 42 Edelweiss III. Ed and Betty of the Alaskan-based Rafiki 41 Dolphin, Marv and Arty Dunn of the Portland-based Peterson 44 Odyssey, the ever-welcoming Memo at Rick's Bar, and my new boat-mate Adam, 23, who is also new to sailing.

They're all my friends now. I'm so psyched to have been a part of SailFest with these folks, as we pretty much took over Zihua for a week, and made other friends everywhere we went.

As I've sailed the coast of Mexico, one of the coolest things has been reading Latitude and coming across the names of people I've met. At least 10 times I've read an article and gone, "Wait, I know that person!" The sailing world seems smaller than I would have guessed.

I'm currently crew on the Beneteau 41 Shannon from Portland, and found that getting on a boat wasn't difficult. And not only did I find a captain who is respectful and inspiring, but one who is a boatload of fun, too!

Having been attached to my cell phone for so many years, it's been great to leave it behind and just carry a handheld VHF. For a city girl like me, giving up the cell phone has been a big deal! But spending the last five weeks in serene cruising environments far from the city lights has made me realize something important. There is no reason I should waste my time with people who do nothing but sit back and complain, not when I can spend time in wonderful places with people who have positive outlooks.

To all the sailors I've met out here so far, what a crazy-cool world you are part of! The rewarding lifestyle you've become accustomed to leads to marvelous experiences and is an incredible, exciting way to explore the world. So nice job to all those who have paved the way. I'm looking forward to more sailing adventures — and maybe I'll even see you at this fall's Ha-Ha with my 'bible' and guitar in hand.

We'll be sailing to El Salvador and Costa Rica next. I'll be scouring the pages of Latitude and all sorts of books for more sailing and other information along the way.

Sarah Miller
Boston, MA

Sarah — Thanks for all the very kind words.
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We think you’re right, that lots of 20s and 30s are really missing out. There are lots of attractions in the big cities, but there are many more out in nature, too. Just check out this month’s Changes to see what Tristan and Mindy Nyby, both the same age as you, have been doing. And in the case of single women who want to go cruising, we think you’d agree that the cruising community provides a big safety network in which you have a countless number of ‘big brothers’ and ‘big sisters’ ready to offer you any support that you might need.

⇒ CUBA’S EASIER TO CRUISE THAN THE U.S.

With regard to your March 3rd ‘Lectronic item about a Ha-Ha vet having sailed to Cuba, maybe you’re correct from a U.S. citizen’s point of view. But I suggest that you peep into U.S. Homeland Security rules and regulations regarding visiting foreign yachts — even European Union-registered yachts — when they travel within the U.S. Then complain about Cuba.

I’m sorry to say, I prefer Cuba. At least it’s much cheaper when the officer declines to receive my notice of movement.

Henry
Planet Earth

Henry — You completely missed the point of that item. Our primary beef is not with the Cuban government, but with the United States government, which for some reason believes it has the right to decide which countries its citizens may visit. Their enforcement vehicle is the Treasury Department’s prohibition on U.S. citizens’ trading with the (so-called) enemy. Individuals may face fines of up to $250,000 and 10 years in prison — although those who have flouted the prohibition in the last year have been studiously ignored by the Justice Department. President Obama’s contribution to the already ridiculous policy has been making it legal for only Cuban-Americans to travel freely to Cuba. It’s deliciously ironic, isn’t it, that the first African-American president has granted special travel privileges to just one ethnic group?

Yes, we’re aware that the United States government doesn’t make it particularly easy for foreign boats to visit. We presume that’s either because they don’t want our otherwise air-tight borders to become porous, or because foreigners have a well-deserved reputation for being lousy tippers.

If you prefer cruising in Cuba to the United States, that’s fine, but it’s really a case of comparing apples and oranges. And remember, it also means saying that you prefer cruising — and to a tiny extent, supporting — a country that doesn’t permit its citizens freedom of speech, freedom of thought, freedom of assembly, freedom to travel, the chance to mix freely with foreigners — or anything else that isn’t specifically sanctioned. So cruise where you want, but we say, Vivá the counter-revolution!

Update: The day before we went to press, we received an email from our old buddy, José Escrich, Commodore of the Hemingway International YC of Cuba. In addition to offering a formal welcome to all Latitude 38 readers who might visit the yacht club just outside of Havana, Commodore Escrich wants...
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everyone to know that the www.cubaseas.com website is now up and running, and he’ll be writing a blog to answer questions concerning the facilities and nautical activities available to all vessels that call on the club. In addition, the site also has a video of the presentations he made at the International Superyacht Society and the Seakeepers Society during the Miami International Boat Show. Among other things, the site contains the most detailed information we've ever seen about which Americans are allowed — by the American government — to visit Cuba. It must have taken 100 D.C. lawyers to concoct such a thing. Anyway, the site is great, so check it out!

↑⇑ NOT THAT THERE’S ANYTHING WRONG IT

Your magazine printed my name as ‘Edgay Parker’ of the SC27 Poopsie, when it identified me as the winner of Class 7 in the Doublehanded Farallones Race of '08. My legal name is Edgar Randolph Parker IV. I would appreciate it if your magazine could print my name correctly, and print an apology for the mistake.

Randy Parker IV
aka ‘JR of Santa Cruz’
Santa Cruz

JR — We’re more than happy to comply with your request — and offer our sincere apologies to you and anyone else whose name or boat name gets misspelled in the magazine. For the record, sometimes the mistakes in the spelling of names are made on our end, but often times they are made because they are spelled that way in the official results.

But it’s 2010. Are you telling us that you just now got around to reading that issue?

⇑⇑ DON’T EXPECT THE USCG TO SAVE YOUR ASSETS

I’m the owner of Pacific Salvage, the Santa Cruz-based company that removed the wreck of the Catalina 36 JoJo from Stillwater Cove.

I have read the articles and letters to the editor about how the Coast Guard responded to JoJo’s call for help and how the boat was lost. The demise of the JoJo certainly was a disaster. But the episode clearly makes a point that the Coast Guard is a life-saving service, not an asset-saving service. And the letters on the subject indicated that lots of mariners are under the false impression that the government will bail out their assets when things go wrong.

It reminds me of the case of a mariner whose boat broke down about 15 miles off the coast of Monterey. He was informed that the law prevents the Coast Guard from competing with private salvage companies, and was referred to our
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towing division, Vessel Assist Monterey. The mariner didn’t like the idea that the government wouldn’t save his asset, refused our service, and forced the Coast Guard to come and get him. When he got to the dock, he was cited for the reckless endangerment of his guests because he didn’t have a working VHF on his boat. And he was ultimately given a civil assessment of about $15,000 for the misuse of government resources.

For those who think the Coast Guard should save assets as well as lives, imagine how bad a day it would be if your boat were sinking and the Coast Guard couldn’t come to get you because they were busy with some non-life-saving activity.

I would hope that all of us mariners would applaud the Coast Guard for their due diligence in their primary goal of saving our butts.

And remember that liability and towing insurance are the mariners’ best buddies when things go wrong.

Capt. Chelsea Wagner
Owner, Pacific Salvage Inc./Vessel Assist Monterey Bay
Dive Master, Marine Salvage Master,
USCG 100 Ton Master
Santa Cruz

⇑⇓

DOWN IN THE DUMPS ABOUT DELTA DOO DAH DEUX

I tried to sign up for Latitude’s Delta Doo Dah Deux, but no cigar, as the event was already fully subscribed. I’d been waiting for a year to sign up for the event, but was out of town for 24 hours, long enough to miss the announcement for sign-ups and have all the slots be taken. I’m very bummed, and want to know if there is a waiting list or some other way to get in on the Delta trip.

Bob Lesnett
Jelly Bean, Catalina 36
Novato

Bob — Since we increased the number of entries from 30 to 50, we were as surprised as you that the event ‘sold out’ in just 12 hours. We hate to say it but, as we already have 15 people on the waiting list, there appears to be very little hope for anyone who missed signing up. But that doesn’t mean you can’t get a group of friends together to go explore the Delta on your own. And if you time it just right, you might even bump into a wild-and-rowdy group of Doo Dah’ers along the way! Regardless, you can keep up with the planned goings-on at www.deltadoodah.com.

For the record, the publisher of Latitude wants everyone to know how thrilled he is that the Delta Doo Dah — sort of an ultra-mini Baja Ha-Ha — was conceived and has been managed entirely by Latitude staff members Christine Weaver, LaDonna Bubak and John Arndt. It’s their baby, which makes us feel like a proud grandparent.

⇑⇓

TOO BIG NOT TO FAIL?

After years of saving and taking care of other business in life, I’m getting ready to buy a cruising boat. I always thought I’d get something in the 40- to 45-ft range that’s less than five years old. But while searching the internet, I’ve come across
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several very interesting boats in the 65- to 75-ft and even larger range. Most of them are 20 or more years old, so they may have some maintenance issues. But what’s attracting me is the thought of owning a pretty cool, big boat, and getting her for not much more than the price of the 45-footers I’ve been thinking about.

Knowing that Latitude previously owned an Ocean 71 for a number of years, I’m wondering if you could give me some guidance.

Ken Thompson
Chicago

Ken — Unless money is no object and/or you get to pay your boat bills with before-tax dollars, we’d suggest that you think long and hard before opting for the bigger, older boat. We can’t tell you how many folks we know who have gone ‘big’, and came to view it as, at least, a great challenge, and at worst, a terrible mistake. Boats grow in size exponentially, as do boat problems, boat expenses and crew issues. So it doesn’t surprise us that after Paul and Susan Mitchell lost their 58-ft schooner White Cloud in the Coral Sea, they replaced her for the remaining 20 years of their circumnavigation with Elenoa, a 36-ft steel cutter. Frank Robben of Berkeley, who did a bunch of races to Hawaii and went around the world at least once with the 73-ft aluminum Kialoa II, now cruises a Peterson 44 with his wife. And as you’ll read later in Letters, John Campion’s new cruising boat is going to be based on a Wilderness 40 hull that is 27 feet shorter than the 67-ft Merlin he used to own. The list goes on and on.

The Ocean 71 was an historic design, and our Big O was a fabulous boat. We had the time of our life owning her for 11 years, and for trips from the Caribbean to California and California to Turkey and back to the Caribbean. But owning her was a challenge in two respects. First, financially. Big boat bills are really big. In part because everyone assumes that the owner of a big boat can afford big bills. Plus, modern boats are so much easier to sail than older boats because they come with all sorts of effort-saving equipment — such as roller furling mains and electric winches — which weren’t common 20 or 30 years ago. And if you have to go to the expense of fitting an old boat with all the good, new stuff — or repairing or replacing things like the windlass, sails, winches, cushions and so forth — you’d better have a spot on the Forbes 500. It’s our understanding that the Canadian gentleman who bought Big O spent nearly seven times as much refitting her as we did buying her. Fortunately, it’s also our understanding that he’s had an unusually lucrative specialized charter business with her. But most boatowners can’t count on that kind of cash flow.

For us, the real downside in owning a bigger, older boat was that she was hard to sail — let alone maintain — without several crew, most of whom naturally wanted to be paid. Not only is having paid crew very expensive compared to not having paid crew, but there are the inevitable compatibility and retention issues. If your boat is your home, there is a good chance
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you won't feel as comfortable on her when you have to share her with others, particularly if there are major age differences as well as tastes in food and music. Secondly, paid crew are understandably always looking for higher paying gigs, so just after they become familiar with the idiosyncrasies of your older boat and her older gear, they are likely to be off to greener pastures. That means you not only can be left in the lurch, but will have to find new crew and train them in the peculiarities of your older boat.

For these reasons, when we finally decided to replace Big O, considerations #1, #2 and #3 for the new boat were the ability to enjoy it without having to rely on crew. Because of that, we've always felt as though we've owned Profligate, whereas with Big O, we sometimes had the unpleasant feeling that she owned us. Lots of owners of older big boats know the feeling, so don't be surprised if you see them wandering around looking for a shoulder to cry on while owners of smaller boats are going sailing.

As a very general rule, we'd recommend boats under 50 feet — if not under 40 feet — and less than 15 years old. That will generally get you a boat that is capable of taking you anywhere, and if she's been properly maintained, her systems and gear should still be in reasonably good shape.

Lastly, all boats have to be sold sometime, and the number of people looking to buy big, old boats is very small. The money you'd have to spend in berthing bills over the two or three years it might take to sell the big oldie would likely be enough to have bought a good 45-ft boat. No wonder so many older big boats either deteriorate to derelicts or, if still in good shape, end up being donated rather than being sold.

In summary, you might want to remember the immortal words of Antonio des Mortes, our Basque captain on Big O: “Sailboats are like the beautiful, beautiful breasts of the women; is not necessary for them to be so very big for the captain to enjoy himself.”

### THE FLY-ING MOORE 30

In the mid-’80s, I was racing aboard an Olson 30 when I saw a sailboat Fly — pardon the pun — fly past us. Someone told me that Fly was a Moore 30. She was a trailerable boat with deck wings that folded out. Can you tell me how many were built and what happened to them?

Curt Moore
Elk Grove

Curt — We emailed Ron Moore for the straight scoop, but he was so busy working in the boatyard that Martha Lewis, his wife of 32 years, wrote the following response:

“I am responding on what is Ron’s 65th birthday — can you believe it? He’s still very involved in sailing, and we have developed Moore Sailboats into a composites business that is now involved with a number of different projects. For example, we’re currently involved with John Campton’s new cruising boat. The former owner of the 67 ft Merlin has got a Wilderness 40 hull that he wants to make into a cruising boat.”
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"I can’t believe how many years have passed since Ron built the 30s. We built a total of seven of them. Ron didn’t destroy the molds until just last year. It was very hard for him to do. When we decided to build the 30, we were going to have either Gary Mull of Berkeley or Bruce Farr of Annapolis design it. Ultimately, we decided to go with Gary because he was local. Remember, it was the mid-’80s and it wasn’t so easy or inexpensive to communicate with the East Coast. Gary was a real talent and a great friend who died too young. At the time, he was very busy with the America’s Cup design for Tom Blackaller’s St. Francis YC syndicate, so the Moore 30 often got put on the back burner. But Gary was still the right man for the job."

We were curious as to where the seven Moore 30s went after being built, so we called Ron to find out. “One went to San Diego, one to the Bay Area but it ended up back east, and two went to Corpus Cristi,” he told us. “There’s another in Tahoe that’s in the process of being highly modified by a couple of old Moore 24 sailors.” Keep an eye out in a future edition of Latitude for details on this project, but in the meantime, if you have any idea where all the Moore 30s are now, email richard@latitude38.com.

UPDATE YOUR NAV EQUIPMENT SOFTWARE
A few weeks ago, I noticed that the Autohelm on The Taproom, my Catalina 42, was not maintaining the waypoint that I’d selected on my Raymarine C-80 chartplotter. When solely engaged, the autopilot seemed to be working fine. I figured that maybe I had a connection problem between the two. During my haulout at KKMI, I expected to hear the electronics technician tell me that something was broken and the fix would be $X,XXX. Imagine my surprise and delight when I was told it would only be $XX. The ability of my autopilot to talk to my chartplotter was affected by changes to the U.S. WAAS (Wide Area Augmentation System) system. It seems that around the end of ’08 and beginning of ’09, the FAA decommissioned two WAAS GPS satellites — PRN 122 and PRN 134 — and activated two replacements — PRN 135 and PRN 138. The problem is that the WAAS firmware in certain Raymarine — and perhaps other brand — navigation products does not recognize these new satellites. KKMI’s tech just needed to upload some new software, something he’d been doing for a lot of customers.

All software updates and instructions are posted in the customer support section of www.raymarine.com. You can easily download the free update file to a compact flash drive and do your own upload to the chartplotter. But I just wanted to make sure people were aware of the problem.

Harley Gee
The Taproom, Catalina 42
Richmond YC

A BRIEF HISTORY OF THE AMERICA’S CUP
Here’s my brief history on the America’s Cup:
In 1851, John Cox Stevens, who happens to have been a great-great uncle of mine as well as the founder of the New York YC, put together a syndicate to build the schooner America. She sailed to England with the hope that syndicate members could make some money by gambling on her in yacht races. But the syndicate members were true sportsmen, too, so they wanted to race their sleek new schooner against the best-paying match they could find.
When they sailed into the Solent with just their delivery sails, the America’s speed so impressed the Englishmen that the syndicate had a difficult time finding a suitable match.
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After a few weeks passed, they entered a regatta that was open to all comers. The rest is history.

The America’s Cup is America’s oldest sporting trophy. I think that we in the Bay Area should feel honored to have the chance to host the Cup here. The Cup has history and tradition, and this should be acknowledged by having it here. I think that all the obstacles could be overcome if there is a will. We have one of the best sailing venues in the world in the beautiful Bay. This is an opportunity not to be missed.

Steve Hocking
Ohana, Beneteau 45F5
Sausalito

Steve — You hit the crux of the problem right on the head, to mangle an analogy, when you wrote “if there is a will.” Our doubts on the event being held here are based entirely on the belief that the powers that be in our local and regional governments and government agencies do not have the will or capability of overcoming the obstacles. But we’re still going to hope.

⇑⇑

“WHAT ABOUT ME?”

If the America’s Cup were to be held on San Francisco Bay, how would it affect my use of the Bay during Cup activities? Similarly, how much of the Bay would be off limits to the rest of us sailors?

John Thomas
San Rafael

John — Those are two excellent questions. Unfortunately, we can’t give you any answers because as we write this no specifics have been released as to the kind of boats — monohulls or multihulls — that might be used in the next Cup, and where the courses might be. At this point we wouldn’t be too worried, as we’re pretty sure that the Coast Guard wouldn’t grant the America’s Cup exclusive use of a busy part of the Bay — except for perhaps the main event. In all the other places the America’s Cup has been held, from Newport to Fremantle, the Cup courses did not significantly impinge on the interests of other mariners. We’d be surprised if that changed.

⇑⇑

“CATCHING CUP FEVER”

I don’t know about you, but ‘Cup fever’ is starting to get to me. If we’re lucky enough for San Francisco Bay to be chosen as the venue, it would boost the economy here in Alameda like crazy and really put us on the map. Do you know, for example, there is a ‘Where the hell is Alameda?’ page on Facebook?

Jack, my late life partner, was a swimming pool contractor in Sacramento for 25 years before he moved to Alameda and sold sailboats with John Beery and later Roger Wales at Cruising World Yachts in Mariner Square. You can just imagine the trouble those three could get into! A graduate of King’s Point Merchant Marine Academy, Jack loved sailing. He received his 60 Veterans Certificate at the San Francisco
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YC in October before he passed away of cancer. We had a Ranger 33 that Jack loved so much that when *Latitude* did a great write-up on the design, he had it framed.

I’m always wishing that Jack were still here for one thing or the other that he’s missed. But, oh my God, to have the America’s Cup on San Francisco Bay would be so great.

Carolyn Samit
Alameda

-----

**HEY, LARRY! HERE’S AN IDEA FOR YOU**

I’d like to see the America’s Cup in Northern California, and think two courses should be used. Both courses would have the start and finish line between the Golden Gate YC and Harding, regardless of the wind direction. Course #1 would simply be to leave the Farallon Islands to port. Course #2 would be to Treasure Island, Red Rock and back to the finish leaving Angel Island to port. For the big race, the courses would be alternated in a best of seven series. I think it would be very interesting as it could result in some downwind flood starts along the Cityfront.

P.S. Still reading after all these years.

F. Smith
San Francisco Bay

**F. — If your America’s Cup came to fruition, it truly would be a designer’s competition. But in automobile terms, it would be like trying to come up with a vehicle that was equally good in the Indy 500 and the Baja 1000.**

**JIBE — AND ENGINE — HO!**

You recently asked your readers how to start a boat’s diesel if the starter battery was kaput. I haven’t done it, but I once read about a guy who rigged a line through a series of blocks from the flywheel of his diesel to the boom. When he jibed the main boom, there was enough energy created to turn the flywheel fast enough to start the engine. Very clever!

If I were king, the next America’s Cup would be in 80-ft monohulls with fixed keels, everyone on the boat would have to be from the country the boat raced for, the only electronic devices allowed would be one stopwatch, one compass and one knotmeter. In addition, there would be elimination trials for both the Defender and the Challenger, the AC would be the best of nine races, racing would be held in all conditions when the wind blew harder than five knots and less than 50 knots. The cost of each boat could not exceed 20% more than the average market value of a similar-sized boat.

Now let’s put the fun back in the America’s Cup and go sailing on San Francisco Bay!

Jim Hildinger
*Cadenza*, Catalina 27
South Lake Tahoe

**Jim — As fabulous as all the technology has been in the recent America’s Cup races, we have to agree with the senti-**
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ment that it’s divorced the crews from the boats and the natural forces of nature, thereby making the racing less human and less fun. If they are going to allow the use of engines on America’s Cup boats again, perhaps each team should have to restart the engine at least once on every downwind leg by jibing the main with the line-from-the-boom-to-the-flywheel method. That would certainly reintroduce a human element.

LET ‘EM EARN IT!
The city of Newport, Rhode Island, wants the America’s Cup to return there. If that’s the case, I suggest they enter a boat in the next America’s Cup, win it, and thus have the right to defend the Cup in their venue!

Howard Spruit
Mokuakalana, Jar Cat
Santa Cruz

Howard — That would be the proper way to do it. Based on everything that’s been said, the America’s Cup is San Francisco Bay’s to lose. Unfortunately, San Francisco is fully capable of doing just that. As for Newport and San Diego — and everywhere else that wants to host the Cup — we agree that they ought to get that right the old way — by earning it!

HAVE A ‘CUP'-HALF-FULL ATTITUDE
I beg to disagree with Dick Enerson’s letter — and Latitude’s editorial agreement — to the effect that it would not be possible to host a successful America’s Cup on San Francisco Bay. I believe it is not only possible, but it could be the best Cup match ever. Here is a point-by-point rebuttal to Enerson’s arguments, and the reasons that San Francisco Bay would be a great place to host the next Cup.

The Bay is too small with too much ship traffic. There are two parts to every America’s Cup event. First, there is the challenger selection process which, prior to the last match, was known as the Louis Vuitton Cup racing. Second is the Cup match itself. The Louis Vuitton Cup could not be held in the Central Bay because there is not enough room and there is too much commercial traffic. But, it could be held in the wide water between the Bay Bridge and Candlestick Point. There is plenty of deep water and good breeze, and the cross currents would not affect the quality of the racing. Windward/leeward legs would be about 2-3 miles long, which would make for good racing with plenty of action and mark roundings. Commercial traffic is minimal in that part of the Bay. It is used now as an anchorage for ships waiting for berth assignments in the Port of Oakland. With a little cooperation from Vessel Traffic Service, these ships could be anchored away from the race courses and there would still be plenty of room left over.

The Central Bay is the only place to hold the match itself, and there could be windward/leeward courses from the middle part of the Golden Gate Bridge to a spot between Alcatraz and Angel Island. These legs would be a little shorter than what has been traditional, but shorter legs would be good for the racing and good for the Cup. The public gets bored with long legs that turn into drag races. Shorter legs with more mark roundings and more action would be good for television and spectator viewing. Of course, the backdrops around the Bay are superb for television, superior to the venues of any of the previous America’s Cup events. Because the course would be in the dead center of the Bay, the currents would essentially be the same all over the course, and heading to the beach for current relief would not be an option. It would be pure match racing for the purists in the crowd. As we all know, the summer winds in the Central Bay are as reliable as Old Faithful.
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Since there can only be a maximum of nine races in the AC, commercial traffic would only have to be controlled on a limited number of days. This could be accomplished with a reasonable amount of cooperation from the Coast Guard and the Vessel Traffic Service. What would be really cool, is if the Coast Guard could be persuaded to install a new buoy just inside the Golden Gate Bridge. This could be a new separation buoy for ship traffic entering and leaving the Bay, and the windward mark for the Cup races. It could be called the ‘America’s Cup Buoy’, and used at other times as a permanent weather mark for Bay racing. Just about everywhere on the main Bay is directly downwind from this spot. And it would also save local race committees from having to set windward marks in deep water. But even without such a new buoy, America’s Cup race committees are not like our local yacht club race committees manned by volunteers. The America’s Cup gets very experienced pros for their race committees, and they would be able to set marks in deep water.

No cooperation from local government. Hogwash! Our local politicos may seem to be out in left field at times, but even they will see the economic benefits to be derived from this event. All they have to do is talk to the city officials in Valen-cia or Auckland. In these days of severely strained municipal budgets, all the cities around the Bay would see the economic benefits of having the Cup races here. I was at the City Hall welcoming celebration for Larry Ellison and his BMW Oracle team, and heard Mayor Gavin Newsom publicly state that he is all for it, and he will do all that he can to make it happen. This is a good first step, and I don’t see why our other political leaders would not follow suit. Remember that San Francisco made an unsuccessful attempt to get the Olympic Games here. The America’s Cup is not the Olympic Games, but it is the next best major international event that the City has any realistic expectation to host.

No place for team compounds. Double hogwash! There are lots of places for teams to set up shop. For starters, there is the much-neglected Port of San Francisco. The piers are underutilized and the port would love to have some new tenants. Sure, they would be expensive to build, but money has never seemed to be a problem when it comes to the America’s Cup. Compounds would be expensive to build elsewhere as well. The cities in Europe bid to get the chance to hold the event, and were willing to pour money in to build the infrastructure.

BMW Oracle’s Larry Ellison has said he is not looking for money — he already has enough, thank you very much — only access to waterfront real estate. San Francisco has plenty of that. If you don’t like the City waterfront, there is the east side of Treasure Island. The old Navy piers are now gone, but there is plenty of room and deep water for compounds. If you are still not satisfied, there is the old Alameda Naval Air Station. The Navy used to park aircraft carriers there, and there is plenty of room and deep water, too.

The San Francisco Yacht Racing Association (YRA) has the rights to race on the Bay and the America’s Cup would interfere. Now we are bordering on the ridiculous. The YRA is made up of sailors who would love to see Cup racing here. The YRA operates only on weekends, leaving the Bay wide open five days a week. But the bottom line is that I am sure we could get all kinds of cooperation from the YRA to encourage America’s Cup racing on our Bay.

San Francisco does not need any more tourists. Tell that one to the hotels, restaurants and public attractions that live or die with tourists. Tell it to the city politicians who depend

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The San Francisco Yacht Racing Association (YRA) has the rights to race on the Bay and the America’s Cup would interfere. Now we are bordering on the ridiculous. The YRA is made up of sailors who would love to see Cup racing here. The YRA operates only on weekends, leaving the Bay wide open five days a week. But the bottom line is that I am sure we could get all kinds of cooperation from the YRA to encourage America’s Cup racing on our Bay.

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<th>UP TO 41'</th>
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on them for tax revenue. This is another red herring, but it acknowledges the fact that the event would attract many people who would spend their money in the Bay Area.

So, with all the objections dispatched, let’s look at the wine glass with a half-full attitude. San Francisco Bay will provide the best setting for an America’s Cup regatta the world has ever seen. In all the other locations, all you saw was two boats racing on open waters — no Golden Gate Bridge, no Alcatraz, no Bay Area hills, no dramatic city skyline — none of the things that make San Francisco Bay one of the greatest and most beautiful harbors and sailing venues in the world. The winds and waves would make for more exciting sailing that will draw millions to TV, and would be one of the best promotions ever for the City by the Bay. Finally, for all the sailors in the crowd, having the America’s Cup on the Bay will be the greatest single sailing event ever held on the Bay — bar none!

Have I made my case?

Bruce Munro
Princess, Sabre 402
San Francisco Bay

Bruce — You make a fine case. We particularly like the idea of the big race in the Central Bay, with the windward mark right under the Golden Gate Bridge. We can easily envision the east side of the bridge packed with spectators getting a never-before-seen view of the Cup action unfolding 250 feet below. And as was demonstrated by Oracle’s match racing on the Bay a couple years ago, there would be plenty of other spectacular vantage points for spectators — including from many of the office buildings, homes and apartments facing the Bay.

As for the best possible sailing conditions, the Central Bay certainly has them, and the scenic views for television would put all previous Cup events to shame. There is also no doubt that the world has a passionate love affair with the city of San Francisco, so we would be surprised if that alone didn’t attract an extra team or two. We’re also impressed that the Coast Guard and bar pilots have apparently given their initial blessing to the general concept.

Our cup-half-empty attitude toward the possibility of such an event comes from a deepening cynicism about what San Francisco, the Bay Area and California are capable of accomplishing. Especially in a relatively short period of time. Would not the building of compounds require permits from an endless number of agencies with reputations for moving at a pre-global warming glacial pace? Would it not take years — if ever — to get approval of the environmental impacts?

It’s wonderful that Larry Ellison says he wants the event on San Francisco Bay, and we think he’s sincere. It’s even better that he’s saying they don’t need any public money. It’s also terrific that Mayor Gavin Newsom is also onboard, but his approval ratings are in the dumpster, and he’s often impotent in the face of the Board of Supervisors. While in theory the San Francisco Port District can do things without the approval of
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the Board of Supervisors, we don’t think they can in reality. And as any observer knows, San Francisco has one of the most dysfunctional Boards of Supervisors in the country, and they have long been incapable of acting in the best interests of either the City or the residents. For instance, we could easily see several Supervisors along the lines of Chris Daly say that they would relentlessly fight the Cup’s being held on San Francisco Bay — unless every team had at least one homeless crew, one transgender crew, and one illegal alien under indictment for murder on their boat. And that the combined teams had to build 50,000 homes for San Francisco’s homeless.

While the idea of the Cup compounds being situated along the Embarcadero would appeal to lots of people, we think you are underestimating the number of people who would be dead set against it. Some perhaps for good reasons, others just because they enjoy preventing other people from doing something they really enjoy. Sailors who visit the Bay for the first time are often shocked at the lack of boating facilities and the poor state of what does exist at the San Francisco Marina and Gashouse Cove. There have been attempts to improve these facilities, but they’re always met with fierce opposition from Marina homeowners who don’t want the status quo changed and by boatowners who don’t want their berth fees raised from the below-market rates.

Having the team compounds on Treasure Island would seem to be a much more likely prospect, but it wouldn’t be very convenient. The cold and howling winds would make it unfriendly to visitors and the teams, and we’ve seen how long it takes to get approval for anything on Treasure Island. No disrespect for Alameda, but having the compounds there would be extremely inconvenient and have none of the glamour of San Francisco.

Lastly, we don’t consider ourselves to be experts on the sailing conditions south of the Bay Bridge, but we’ve sailed and raced there any number of times. Based on our experience, the wind there is extremely inconsistent and fluky — not what’s needed for match racing. Of course, a lot of other possible courses have been suggested, some of them based on what would be unusual types of boats for an America’s Cup. Ron Young, for example, thinks the teams should race 60-ft catamarans on a slalom course down the Cityfront. That would get an 11 on a scale of 10 in terms of up-close and thrilling action, but a zero from traditionalists.

If BMW Oracle is to be believed, the site will have been chosen just about the time this issue hits the press. We’ll try to think positively until then, but we’re not holding our breath.

GOING TO THE BIG CAT GRAVEYARD IN THE SKY

Thanks for the nice coverage of the recent America’s Cup races in the March issue. One thing I haven’t heard anything about is what the future holds for the two multihulls. With all the money and technology — especially the BMW Oracle wing sail — used in these two amazing boats, it would be such a waste to dismantle them. Have you heard any plans, and if not, can you investigate?

Tracy Rogers
Relentless, J/92
Redwood City

Tracy — What a great question, one we’ll try to find the answer to. Like all racing boats, both Alinghi 5 and USA 168 are already obsolete because so much has been learned from them. So we propose that after an old-time ticker tape parade down 5th Avenue in New York City, and a similar shindig down Market Street in San Francisco, the BMW Oracle trimaran should be put on display in front of Oracle headquarters at Redwood
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Shores. Sort of like how they put the Kiwi 'Big Boat' on semi-permanent display in downtown Auckland after the '95 Cup in San Diego.

WHERE ARE THEIR PFDS?
I hope these two adorable babies who appeared in a photograph in the March Letters section doublehanding a tiny boat had on life vests under their shirts. I know someone was right there taking their picture, but we don’t want them to get the idea that PFDs aren’t necessary.

Nan Perry
Patience, Westsail 32
Harbor, OR

Nan — Warwick ‘Commodore’ Tompkins of the Mill Valley-based Wylie 38+ Flashgirl is the one who sent us the photo. He tells us that some of the information accompanying the photo got mixed up: “The boys in the skiff are the sons of Adam Beashel, a crack Etchells 22 skipper and one of the guys you see aloft on Team New Zealand boats. Adam and his family live on the shores of Lake Macquarie, Australia. Colin Beashel manages the family boatyard in Pittwater, about 20 miles north of Sydney. Ken Beashel, the father of Adam and Colin, is a Sydney-sider who I raced against in Half-Tonners and Solings decades ago.”

We all know the everyone should wear PFDs, but we’re not about to tell sailors of such renown what they should and shouldn’t do on the water.

OFFSHORE LIABILITY-ONLY COVERAGE?
Greetings from Florida, where we hope it will warm up soon. We’re long-time Latitude readers who look forward each month to your unique perspective on all things marine — and on life in general.

One of my least-favorite annual marine-related tasks is figuring out what to do about boat insurance for Pageant, our Brewer 50 aluminum pilothouse ketch. So we were quite intrigued by your reference in the December ’09 issue to Progressive Insurance providing liability-only coverage for yachts. But when we called Progressive, we could make no headway against the foul current of PWC-related underwriting guidelines such as navigation limits within 75 miles of the United States. We’re hoping to make our third jaunt to the Eastern Caribbean this spring, so the 75-mile limit just won’t do it.

No one I talked to at Progressive, including a local agent, ever heard of liability-only coverage. Do you have a contact at Progressive, or any further info on this subject?

Dave & Harriet Havanich
Pageant, Brewer 50
Planet Earth

Dave and Harriet — Thanks for the kind words. But we’re a little confused. On the one hand, you seem to say that Progressive offered liability-only insurance, but with too restrictive limits, but then you seemed to say that nobody at Progressive had ever heard of it.

All we can tell you is that we dialed the regular old Progressive number, and were told about their liability-only coverage. But they did note the limitations, such as the size and the value of the boat, plus navigation limits. Oddly enough, they couldn’t...
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LETTERS

give us a quote without specifics about ‘our’ boat to feed into their computer.

Just to be clear, liability insurance is to protect you if your boat damages other people’s property — it doesn’t cover damage to your boat at all.

For what it’s worth, we know folks who have had that kind of coverage from State Farm and Allstate, and they’ve had it for years. But since it’s not designed for offshore sailboats, it might not be a good fit. Call around and maybe you’ll have better luck.

NEW MEANING TO THE TERM ‘PUNCH IT’
The March issue Cruise Notes had a couple of reports of sailboats being hit and badly damaged by out-of-control powerboats travelling at high speeds. My wife Martha and I just got back from visiting Bob Carson — yacht broker extraordinaire and surfboard builder of renown — of Southern Trades in the British Virgin Islands. He sent us the accompanying photo of the results of a collision a few days before at The Bite between a high speed powerboat and a big Lagoon catamaran on the hook. Nobody was hurt, but the photos show what kind of damage was done to the catamaran.

P.S. The correct answer to your quiz about where PURE is distributed is St. Barth in the French West Indies. And ain’t it pure though!

James Robinson
Mill Valley

James — It’s getting to the point where we think that owners of sailboats, trawlers and other relatively slow vessels should be given permission to open fire on any boat being operated at high speed within 150 feet of them.

As for the PURE quiz, we received about 250 guesses. A few guessed it was the U.S. Virgins, St. Vincent and the Grenadines, St. Martin, and one Southern California reader prayed it was Catalina. As it turned out, 95% of the respondents correctly guessed that the magazine is published in St. Barth, French West Indies.

RADAR-ASSISTED COLLISION?
As reported in the March Latitude, the inquiry into the loss of the Andrea Doria after her collision was indeed cut short because the insurance companies settled out of court. But a precis of the proceedings was published, allowing the hoi polloi to speculate. Apparently the mate of the Stockholm was plotting radar bearings assuming that his ship was on
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31 days  2700 mi.  Feb 4 - March 7, 2011
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LEG 6 - Buenos Aires - Rio de Janeiro, Brazil
14 days  1200 mi.  Mar 14 - Mar 28, 2011
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LEG 7 - Rio de Janeiro - English Harbor, Antigua
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ALASKA EAGLE
course. But a novice helmsman was steering all over the place, making relative bearings misleading. The meanderings of the Stockholm confused the navigators watching Andrea Doria's radar. The result was called a 'radar-assisted collision'.

For the record, the Andrea Doria was built to the appropriate Bureau Veritas standards, and should not have been more top heavy than other ships. But the engine room staff panicked and pumped out every possible liquid when judicious counter flooding, U.S. Navy-style, might have stabilized and saved the ship. We might think the engineers, cooks and bottlewashers who abandoned the ship needed training and discipline in their respective fields.

Unlike some of the present cruise ships, which resemble apartment blocks adrift at sea, the Andrea Doria was a hand-some vessel. Much energy might be saved if the cruise companies built ship-shaped apartments surrounded by moats and dioramas of tropic isles, well away from the salty deep.

Michael Barton
Dolly Grey, Aries 32
Sunnyvale

Michael — Thanks for your contribution. Remember the Seinfeld episode where hapless Costanza is infuriated to learn that he can't get the apartment he covets because the tenant's association, out of sympathy, decided it should go to an Andrea Doria survivor? When Kramer, having written the book Astonishing Tales of the Sea, reports that only 51 lives were lost in the Andrea Doria collision, Costanza becomes even more angry. "That's no tragedy," he shouts. "How many people do they lose on a normal cruise? Thirty? Forty?"

We thought it was pretty funny. The Seinfeld episode, not the sinking of the Andrea Doria.

↑↑NOBODY NEEDS ANY QUALIFICATIONS

Having read the "reader warning" about crew at the end of the February Changes from the skipper of Reflections, I feel as though it should also be considered a warning for novice crew to be careful what skipper you leave the dock with. Being the owner/skipper of a boat is much like being a parent — nobody needs any qualifications.

If an owner is recruiting crew on the internet, it tells me his friends and family won't go with him — probably for a good reason. I can just imagine what really happened on Reflections during her nine years of sailing around the world. Running out of gas in the middle of the Atlantic with no wind is probably mild compared to what happened during all the rest of the voyage.

I grew up sailing to Catalina as a teen, sailed and commercial fished the California and Mexico coast as a young man, and commercial fished in Alaska for 10 seasons. Now I just sail offshore in Northern California. About half the skippers I went out with were unprepared, their boat needed some maintenance, and the skipper really didn't know what the hell he was doing.

Please everyone, be careful whom you go cruising with!

Name Withheld By Request
Port San Luis

N.W.B.R. — It cuts both ways. There are indeed owner/skippers who don't really know as much as they should. But similarly, there are folks who claim to be the greatest and most experienced crew, and who even have Coast Guard licenses to carry passengers for hire, but are clueless about captaining a boat. As a result, it's the responsibility of each owner to suss out the ability of his/her crew, and the responsibility of each
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crewmember to suss out the ability of the skipper and his/her boat. If you’re thinking about crewing on a boat and don’t know how to vet a skipper and boat, it’s your responsibility to get someone who can do it for you, or get more experience so you can do it yourself. Nonetheless, despite the best of intentions on both sides, there will always be some bad match-ups. It’s the nature of humans to not be able to get along with every other human.

We think your slam against the skipper of Reflections was uncalled for. If you draw the conclusion that the skipper’s family had good reasons not to sail with him from the premise that he advertised on the internet, you’d be laughed out of a high school class in logic. If they still have them. There are lots of guys — ourselves included — who have/had families who are/were more interested in activities other than sailing, and therefore didn’t/don’t go sailing with us that often. It doesn’t mean we didn’t know how to sail. In fact, we only t-boned the Carquinez Bridge once. And in the case of the owner of Reflections, when you’ve been cruising on the other side of the world for more than five years, you don’t have many local sailing friends to draw on. Let’s once again put the shoe on the other foot. Do you know of any good crew who doesn’t have a plethora of sailing opportunities, both in Northern California and around the world? Such positions go begging all the time. Lastly, remember also that several of the Reflections crew came back for second stints. In fact, one such happy camper is working on an article on how to get crew positions on boats like Reflections on the other side of the world.

Running out of diesel — not gas, by the way — in the middle of the Atlantic? Big deal. The next thing you know is that some disgruntled sailor will try to convince you that we’re incompetent just because we tie our bowlines differently than other sailors.

⇑⇓

I HAVE THE OPPOSITE REACTION

Interesting. In his March “Harsh Doesn’t Even Come Close” letter, Robert Lockwood says he’s learned to read the letters, but not Latitude’s editorial replies. He and I should get together as, conversely, I have learned to read the replies, but in most cases, not the letters.

Ray Conrady
San Francisco

Ray — If, as we believe, you are the Ray Conrady who was the navigator for Mexico’s Ramon Carlin when he won the first-ever Whitbread Around the World Race with Sayula, we couldn’t be more flattered. But we get lots of praise, and it’s crucial for us to get some ‘you’re full of shit’ letters from time to time so that we remember to check our bearings.

⇑⇓

OR YOU COULD WEAR A BEEKEEPER’S HELMET

I’m hoping someone might be able to help me solve a problem. I’m 48 years old, and after a few years of having not had a boat, I would like to buy sailboat number seven. However, I have a light complexion, and as my skin is older now, my dermatologist advises keeping my face out of the sun. And for me to keep my face from getting wind-burned.

I can effectively cover everything but my face. My wife says that I have a choice — I can either continue
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LETTERS

to be a pretty-boy or I can look like a buccaneer again. The fact is, I would like to do both. Any suggestions?
Pastor Vernon Baumgardner
Palm Desert

Pastor Vernon — We have two excellent solutions. The first is to only sail at night. If that doesn’t suit your taste, you can wear a balaclava. These are common not just with suicide bombers in the Middle East, but also in places like Vietnam and Thailand, where people — particularly women — will do almost anything to keep their skin as light as possible. When worn in combination with big sunglasses, they protect your entire head, face and neck from the sun. And if you’re into freaking people out, it’s just the thing. They usually only come in camo, but in Thailand you can find them in a lot of very feminine colors, too.

The New Downwind Ratings Could Be Unfair
I’ve heard from several sources that there will be new downwind ratings for boats doing the popular one-direction, downwind races such as the Delta Ditch Run, the Jazz Cup and maybe even the Vallejo Race.

I sailed on Raven, a CM1200 in last year’s Delta Ditch Run, and when we got upstream toward Stockton, we experienced a strong flood. Peter Cameron made the sage comment that we would have difficulty sailing to our rating, since the course was effectively shorter than the 68-69 miles used in the handicapping. It makes sense that with a playing field moving toward the goal, the distance is shorter. It seems that it would be smart to change the rated distance depending on an average tidal direction for the race period for these races. But alas, PHRF has decided to have a downwind rating instead.

The problem is that the downwind rating can be grossly unfair, since the races in question are fixed only in their destination. The wind is variable in lots of ways. The earlier starts usually have less wind, and the wind usually builds later in the day, allowing the faster late starting boats to more easily catch up with the earlier starters. The overall regatta wind speed may average on the light side, maybe moderate, or maybe heavy, greatly changing the speed potential of ULDBs. The wind direction may be variable from a beat to a reach to a run — although we have had to beat to Vallejo a few times.

I would hate to see these great and popular races ruined by messing around with ratings, but I guess we’ll have to wait and see.

Steve Bates
Wind Blown Hare, Wabbit #29
Richmond YC

Due Out This Summer, Microburst: The Movie
Shiver me timbers! The sinking of the 188-ft barquentine Concordia about 300 miles off the Brazilian coast on February 17 has shades of the movie White Squall, starring Jeff Bridges. It was based on a true story from the ’60s.

My 1942 edition of A Glossary of Sea Terms describes a white squall as "a sudden and violent wind difficult to anticipate which covers the sea with spindrift. Some seamen claim that white squalls are unaccompanied by clouds, and hence
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dangerous by the lack of this warning."

Now we call them microbursts. But nothing has changed about the energy that gets unleashed by these monsters. Fortunately, our ability to survive the results of the damage caused by white squalls has changed. Thanks to excellent training, everyone aboard the Concordia survived. It was the combination of training and technology that saved all 64 lives.

Have you kissed your EPIRB lately?

Larry Rouse
Misty, Westsail 32
Bay Area

Larry — Better training and vastly superior technology haven’t eliminated all risk on the water, but they have greatly reduced it. When we first started publishing Latitude, people were still drifting around in liferafts for weeks and months after their boats had sunk, and from time to time, cruising boats and their crews were simply never heard from again. It’s rare for either of these things to happen these days. So yeah, it’s good to kiss — even fondle — your EPIRB and satphone, assuming you have them, from time to time. And make sure that the batteries are always fully charged.

⇑⇓

A ‘78 CHUBASCO WRECKED HAVOC

In last month’s issue you reported on the seemingly unusual weather along the coast of mainland Mexico this year, and asked if anybody had seen anything similar before.

Back in February of ‘78, I was anchored in the general anchorage at Mazatlan with my Cheoy Lee 27 when we were hit with a sudden and violent chubasco at about 1 p.m. There were winds to 40 knots and torrential rain. About half the boats in the anchorage dragged, so it soon degenerated into a Chinese fire drill, with a dozen crews in dinghies and onboard scrambling to catch up with their boats, fend off dragging boats with no crews, and try to re-set anchors. The maelstrom lasted a brief 30 minutes, and was gone as quickly as it had come. We were lucky, as our 20-lb CQR was well dug-in and held, and we weren’t hit by a dragging boat.

This storm also hit Banderas Bay, and when we got to Puerto Vallarta two weeks later, we were able to see what impact it had made there. In Yelapa, we saw the remains of a ferrocement boat that had simply tied up to the old Sombrero tourist boat’s mooring with a bowline, surely thinking it would be adequate for the afternoon. But the blow hit so quickly and hard that the crew, standing on the beach just a short distance away, could only watch helplessly as the ring on the big mooring chafed through the bowline. The then-untethered boat was blown onto the beach, and was pounded with such force that she was quickly destroyed. I remember the rebar sticking out of the sandy beach above the tide line.

Bob Pearson
Gypsy Wind, Grand Banks 32
Redwood City

Bob — That’s more like one day rather than one season’s unusual weather; but we’ll take it. Particularly since we were also cruising Mexico in the winter of ’78. Back then it really was a ‘foreign’ country, wasn’t it?

⇑⇓

GET READY TO SIGN UP FOR DAN INSURANCE

You asked for reports from people who had firsthand experience with DAN — Diver’s Alert Network — which provides emergency evacuation for members who are ill or have been in an accident of any kind. We’d like to share ours.

LETTERS
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Our being sailors, whitewater rafters and snorkelers, Jorie, my wife of 23 years, wanted us to celebrate the completion of her PhD program by becoming certified scuba divers. So we did, and planned a dive trip to Fiji. Before leaving, our local dive shop told us about DAN. Given all the distant dive sites we planned to visit, we didn’t hesitate to join.

Over a 15-year period, we dove from land-based sites and off liveaboard boats in Mexico, Costa Rica, Palau, the Turks & Caicos, Rota, Yap, Honduras, Hawaii, Thailand, Burma, and Indonesia. Along the way, we were certified as advanced open water, nitrox and rescue divers.

During our second dive from the liveaboard dive boat Ocean Rover in Lembeh Strait, northern Indonesia, Jorie gave me the ‘emergency surface’ sign. When she surfaced, she had difficulty breathing. One of the other guests was a doctor and he put her on 100% oxygen. After checking, his diagnosis was water in her lungs.

(A few months after the incident, and again with DAN’s help, Jorie would visit UCLA Medical Center, where she was diagnosed with immersion pulmonary edema.)

Back aboard Ocean Rover, the dive master and skipper contacted DAN for advice. They recommended transporting Jorie to the closest intensive care facility. That was Raffles Hospital in Singapore, 1,800 miles away! As DAN was making travel arrangements, it was clear that Jorie’s condition was getting worse. We then learned that it would be 20 hours before a jet could pick her up.

As Jorie needed more immediate treatment, DAN began arranging transportation to the local hospital in Manado by contacting a naval base — which had the only ambulance. After being given a pick-up time, we took Jorie ashore in the dinghy about midnight, making our way with flashlights. We were met by MPs armed with automatic weapons, and Jorie was loaded into the van. The Ocean Rover skipper sent an English-speaking member of the crew to assist. It was a wild ride to the hospital, as the ambulance’s flashing light and siren had no noticeable effect on the traffic. We were just another vehicle on a typical Saturday night.

We were expected at the hospital, and the crewmember accompanying us had arranged for an English-speaking doctor to meet us. We were told the hyperbaric chamber was broken, but they took an X-ray with a very antiquated machine. The hospital didn’t take credit cards, so I luckily had the cash to rent the bed next to Jorie and be able to buy the medicines prescribed. Although the conditions were basic, the staff was attentive and thorough.

Twenty-two hours later, we were taken to the airport and driven through a special gate to a Learjet on the tarmac. Once aboard with the pilot and copilot, and a doctor and nurse from Singapore, we took off right away. During the 3.5-hour flight, the doctor told me he did similar evacuations about twice a month. He said the cost for the plane, crew and medical team ran about $26,000.
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Once we landed in Singapore, we taxied over to an ambulance and a van. We were permitted to bypass Immigration and Customs, and Jorie was taken directly to the intensive care ward at Raffles Hospital. We’d made it. I was given a room one floor away from Jorie that was designated for the traveling companions of patients.

Jorie was released after 2.5 days. When we went to the accounts section to pay up, we were handed a bill for less than $10. Payment for all other costs had already been authorized! The $10 fee was for the two phone calls we made to rearrange our travel plans.

On that day to remember, we walked down to the famous historic Raffles Hotel, home of the Singapore Sling, and each had one.

So you can imagine what we think of DAN — and the crew of Ocean Rover. We are DAN members for life.

P.S. I was crew aboard Profligate during the ’00 Ha-Ha, and my daughter and I were along for Profligate’s speed run from Antigua to Panama in ’05. Fortunately, we didn’t need DAN either time.

Tim & Jorie Ellis
Portland, OR

Readers — Diver’s Alert Network, a registered 501(c)(3) non-profit medical organization, provides emergency international evacuation for its members if they fall ill or have an accident — and it doesn’t have to be diving related. And DAN’s plan is extremely affordable: $35/year for a single or $55/year for a family. Check them out at www.diversalertnetwork.org.

I WOULDN’T BE HERE WITHOUT THE COAST GUARD

I just read two letters — Hats Off to the Coasties and The Coast Guard Saved My Life — in the December issue, and I want to point out that a great way to thank the Coast Guard is by donating to the Coast Guard Foundation. The foundation is set up to do things for Coast Guard commands that they can’t do with appropriated money, meaning funds given by Congress specifically for their mission. In some cases this allows them to buy computers for the guys and gals to use for personal business; books for their libraries, which is especially important in remote locales where libraries are scarce and time to read is available; gym equipment; and similar stuff.

The board of directors for the Connecticut-based foundation is a great group of selfless men and women, some of whom are local to the Bay Area.

Since my Morgan 45 Painkiller sank in the Caribbean in April of ’00, the Coast Guard Foundation has been my primary charity. There is a good reason. If the Coast Guard hadn’t rescued me and my crew from our liferaft in the Caribbean, I wouldn’t be here to donate money to anyone.

I’m told that Lt. Jim Duval, who was the copilot of the C-130 #1717 that found us in the southern Caribbean on April 30, 2000, is now Commander Duval, and is stationed in Sacramento. As the co-pilot, he was the one who talked to me from the plane as they flew ellipses over our raft. I haven’t made contact with him, but I intend to.

By the way, I’m truly amazed that you’ve been able to keep the quality of Latitude as high as when you first published it so many years ago when we were young and virile.

Ron Landmann
Minden, Nevada

Ron — Thanks for the great suggestion and kind words. We like to think that while we don’t have as much raw energy as we once did, we have more experience and wisdom.
**Cockpit:** /kokpit/ n. Open area in the stern from which a boat is steered toward the desired destination.

**Cocktail:** /koktayl/ n. The desired destination. (See PIER 39 Marina.)

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WHY MARINERS SHOULDN'T CLEAR AT ENSENADA

In recent years there have been a number of articles in various boating magazines — but not Latitude — touting clearing into Mexico at Ensenada. The Mexican government has a facility there where you can supposedly walk from window to window to clear through Immigration, the Port Captain and Customs, and which also contains a bank branch for paying fees. While it’s true that all of these agencies are in a central location, it’s been my experience that the hassles and poor attitude of the officials at those desks make it a place to be avoided.

I have cruised into Mexico five times in the past eight years, the most recent being through Ensenada just a month ago. In prior years, I have cleared into Cabo and Puerto Vallarta several times, and one other time into Ensenada on a friend’s boat. In each case, it was much easier and faster than clearing in Ensenada, so why would anyone want to stop there and do it?

When I cleared into Ensenada this fall, there were at least four other boats in line to clear in or out. It took me almost two hours to go through the process, and that seemed average for the others that day. Having cleared in before, I thought I had all the necessary papers and documentation with me. But no, the immigration official at the first desk — who had by far the worst attitude of anyone in the building — said I needed a “receipt” to show I was paying for a berth at a marina in Ensenada. No official had ever requested this before. In fact, in places like Cabo, many boats clearing are anchored out and wouldn’t have such a receipt. I don’t know of anyone anchoring out in Ensenada anymore, but I still didn’t know why I needed a marina receipt. When I got to the marina, the harbormaster said, “Oh, sometimes that’s necessary.” He immediately made up a receipt, then offered to drive me back to the clearance facility to save me some time. He said he had to go there anyway, to help out someone else from the harbor. I had to wait around the facility for another hour while they sent my paperwork next door to get the port captain’s signature. As I waited, I found that the couple the harbormaster had come to assist were heading north to the United States, after cruising Mexico for four years. I didn’t get their name, but they told me they had left La Paz and sailed up to Ensenada on their way back to California. At the time they were leaving La Paz, the port captain said he would clear them out over the radio. The couple asked for paper documentation instead to prove that they had checked out, but the port captain insisted they didn’t need it. They tried to push him a bit, but he was adamant. Sure enough, the unpleasant Immigration official in Ensenada told the couple they had to have paper showing they had cleared out of La Paz, their previous port in Mexico. When the couple said they simply did not have it, and asked what they should do, the official told said, "Go back to La Paz and get the proper paperwork."

The harbormaster from Cruiseport in Ensenada told the couple that he would call their old marina in La Paz to see if he could get paperwork faxed to his marina. But when I stopped by the next day to see how that plan turned out, I was told that the couple had been made to clear in to Ensenada as if they had never been to Mexico, pay $50 for another 10-year Temporary Import Permit, then clear out to the United States! I don’t know what that cost them, but clearly it was more than they expected or was justified.

By the way, in general it appears that more port captains are requiring that boats clear in and out of each port. Usually this is easy to do, but obviously Ensenada requires paperwork, as do Puerto Vallarta and Barra de Navidad. Each of
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these port captains wants all boats to clear in and out, and wants paperwork from the previous port in order to clear in to his port. That is more specific than in recent years, when you frequently could just radio in when you were arriving or leaving.

David Dury
Paramour, Offshore Yacht
San Francisco

David — We’ve taken our boats to Mexico for something like 18 out of the last 20 years, and while the clearing situation is a million times better than it was only five years or so ago, there can still be a few problems. And there are a couple of unofficial rules everyone should follow.

The problems are that the rules are interpreted differently by different port captains. So just as you say, some port captains won’t give you a paper showing you’ve cleared out, while others want to see one when you arrive in the next port. Usually it’s not a big problem, but what are mariners supposed to do when put in such an impossible situation by officials? In other places, we’ve been told the port captains want boat owners to clear in and out, even if they are just going for a daysail. But we don’t know of anyone who has followed this rule or been called on it.

By the way, the port captains in La Cruz and Nuevo Vallarta are among those who want captains to make a personal appearance. It only takes a few minutes and there is no charge, but it’s important to them.

The ‘unofficial rules’ we’ve learned are: 1) you never want to clear in or out of Ensenada no matter how many windows they have, and 2) you never want to clear out of La Paz for the United States, because a series of port captains there have said that you need to get medical clearance from a doctor in Cabo for your entire crew and your boat. Funny, it’s the only port in Mexico where this has ever been required. The best bet is to clear out of Mexico at Cabo — where the officials have long played it straight — and do everything you can to avoid the shenanigans in Ensenada.

Soon — just before Memorial Day — we’ll be headed off to a Sunsail charter in Italy. We’ll be sailing out of their new base in the Procida/Naples area, and are planning to visit the islands of Ischia and Capri. We have the new Rod Heikell-authored Italian Waters Pilot, are learning Italian, and are stocking up on euros. Any other advice you can give us?

We’re going as early as we are because the boats are less expensive than during the summer high season. Last year we went to the Abacos in January — and froze! Anyway, there is a constant discussion among the women in our group about the possibility of finding dreamy Italian men. When our group sailed in Greece last year, two of the women received marriage proposals.

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Erik — Naples is a little rough ‘n tumble, but the islands are fantastic. Our only caution is that the primary activity on Capri is dressing elegantly and seeing and being seen. If you show up in shorts, t-shirts and flip-flops, you run the risk of feeling a little out of place. Ischia is more casual. But no matter what, we predict that you’re going to have a great time.

⇑⇓

FALLING OFF THE DOCK IS SERIOUS BUSINESS

In February Sightings, Latitude’s Andy Turpin brought up the rather somber topic of how to get out of the water after falling in at a marina. It’s a somber subject until it’s you in the water attempting to keep your head above the 52° water while your water-soaked clothes inhibit your efforts.

There was just such an incident in Seattle last year, when neighbors of mine helped another neighbor who had fallen in. It was at night, and they were returning to their boat when they came across a gentleman clinging to a dockline, unable to pull himself out of the water. The ironic thing was that two people were literally 10 feet from him, but couldn’t hear his cries for help because they were inside their boat watching television. Timing is everything, but if my neighbors hadn’t been returning to their boat at that time, the man in the water might not have survived.

A few months ago, a former neighbor wasn’t so lucky, and died in an East Coast marina after falling in and not being able to get out. So the problem is perhaps more common than most people think.

When Shilshole Marina updated their facilities a few years ago, they added ladders to the docks to address this safety issue. Unfortunately, not nearly enough of them have been installed at marinas the world over, so self-rescue could still depend on nearby swim platforms or sugar scoop sterns.

So much for marina issues. I would be interested in what other mariners think regarding getting back on their own boats. The strategy of trailing a line to grab sounds good, but in reality, it would be very hard to use. Years ago, a group of us trailed a line with the loop at the end behind a boat on a warm freshwater lake. Even though the boat was only moving along at two or three knots, we were surprised at how much drag there was. It brought doubts about the practicality of self-rescue by this method.

I’ve heard of boats using a trip line to drop the stern ladder down. That would work at anchor, but I have my doubts about it working while underway. There’s also the strategy of tripping a trailing line attached to the wind vane, causing the boat to luff up. But that’s not a solution for electronic autopilots.

Nothing beats talking with other mariners for ideas, so I’m asking if anybody else out there has any good ideas for self-rescue for boats at anchor — particularly non-sugar scoop boats with high freeboards.

P.S. Thanks to Andy Turpin, the Assistant Poobah, for giving a nice Ha-Ha presentation at the Seattle Boat Show.

Lani Schroeder
Balance, Endeavour 43
Seattle

Lani — If anyone has any advice, we’re all ears.

But make no mistake, for folks who don’t have terrific strength-to-body weight ratios — which includes most everyone over 30 — climbing out of the water at a marina, or climbing onto one’s boat without a ladder at an anchorage, is very difficult if not impossible — particularly in cold water, where body strength usually declines rapidly. If the boat is underway, nobody is going to be able to rescue him or herself, even with
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a line, because the forces are much stronger than might be imagined.

Many years ago, we had a discussion with Larry Pardey about crew going overboard. He said, "We tell all our guests to make sure they hang on, because if they go overboard, they should assume they will die shortly." And he was talking about people who go overboard off crewed boats. One can only wonder what hopes he might have for a singlehander who goes overboard.

⇑⇓

THE BIG ‘A’

To follow up on your 'Lectronic item of March 8, one requirement of design package for the big A — the colossal motoryacht you jokingly identified as a ‘Transformer 391’ motorsailer — was that she couldn't be easily boarded by pirates, bill collectors or the occasional yachting groupie. I'm not making this up. I've not seen the yacht up close, but from all accounts, they certainly accomplished this goal. Congratulations are in order, for this must be one of the first yachts designed to not only keep unwanted passengers off the vessel, but also prevent the guests from leaving — at least without making a big splash!

Paul Kaplan
Keefe Kaplan Maritime, Inc.
Pt. Richmond

Paul — The A is rather shocking the first time you see her because she is so different. But she really grew on us. In fact, after we spent most of a month in the same anchorages as her, all other mega motoryachts looked surprisingly dated. For those interested in a similar vessel, keep in mind that A’s fuel bill alone for an Atlantic crossing is believed to be about $2 million.

We understand that the building and operation of such a yacht shoved technology forward and created and continues to create many jobs. Nonetheless, despite its cool and ultra-modern look, her size and carbon footprint are so over-the-top that she strikes us as being just a bit obscene.

⇑⇓

AFTER A LONG REFIT, WE’VE FINALLY ESCAPED

We escaped Berkeley Marina on December 31 for our voyage south to La Paz and the Sea of Cortez. After seven years of slowly refitting the boat, it proved to be a good shakedown cruise. But in September, as we were preparing our Sea Wolf 38, it became obvious that we needed to replace the rig on our 41-year-old boat. All of it. Including every piece of stainless from the chainplates to the masthead. With some help from a friend and his machine shop, we rebuilt or replaced everything. Svendsen’s rigging shop was particularly fantastic. Barrett, the rig shop manager, made sure that we upgraded everything when we replaced the rig, and got it done right the first time. I have to say that such professional service was truly refreshing. Our new rig was truly tested during the heavy storms that pounded the West Coast in mid-January, and I can now say with confidence that we have what appears to be as close to a bulletproof rig as can be.
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Our boat has been around — including having gone around the world with the Bercaw family aboard. She’s also done several laps of the South Pacific, and several trips to Mexico, Central America, and South America. At 41, seven years is the longest time she’s gone without roaming. I like to think that our boat is as happy as we are to finally be cruising once again.

It came as no surprise to us that we’d have a lot of work to do, and we’ve rebuilt or replaced everything — and I do mean everything! Engine, tanks, plumbing, wiring and so forth. Even the original spruce masts have been rebuilt. The hull has been subjected to major work. But finally, after so many years of blood, sweat and tears, we were able to leave.

Since I’m a former teacher, we won’t be cruising lavishly, and we will be required to work along the way. But it beats the heck out of staying in the Bay Area and trying to get by on a teacher’s salary. Due to a contract signed between our union and West Contra Costa Schools, we teachers took a significant pay cut, and are now required to contribute $1,000/month toward our health benefits. All this on top of funding the students’ classroom supplies and some curriculum out of our own pockets.

I was a bit angry — well, ok, really, really angry — but then I realized I had finally been given the perfect reason to leave and go cruising. We were already amongst the most poorly compensated teachers in the Bay Area, and had gotten hit even worse. If I had stayed around, I would have made less of the Mexican people. It’s just another testament to the warmth pretty, the locals appreciate that I’m trying to communicate in their language. It’s just another testament to the warmth. I have also invested in learning Spanish at Se Habla La Paz — the local immersion school. After just a week, I can have basic conversations with people. The course is a bit expensive considering our budget, but I think it’s a wise investment that will pay off in major dividends. While my Spanish isn’t always pretty, the locals appreciate that I’m trying to communicate in their language. It’s just another testament to the warmth of the Mexican people.

We plan to stay in the Sea of Cortez for the foreseeable future, and continue breaking in the boat. We’re looking forward to the heat of summer and the beautiful cruising grounds that lie ahead.

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LETTERS

thanks for keeping Latitude alive and well — and most of all, free!

Dan Augustine
Natasha, Hardin Sea Wolf 38
La Paz

Dan — You’re not alone. In mid-March, we attended a welcome party for the Banderas Bay Regatta at Paradise Marina in Nuevo Vallarta, and were shocked at the number of sailors from California — and we’re talking about people who had skills, provided professional services, owned businesses, and had paid lots of money in taxes — who told us they’d simply had enough of what had once truly been the Golden State. ‘With the quality of life so good down here, why the heck would I want to continue being abused up there?’ was the general sentiment. As someone who was born and raised in California, and knows every inch of the coast to the Mexican border, it grieves us to see the state in such horrible shape — and continuing to thunder unchecked on the downward path toward ever greater dysfunction.

By the way, if you’re looking for jobs while cruising your boat, among the best places to consider are the islands in the Pacific that have some kind of affiliation with the United States. For an example, check out the report from the McGeorge family of Gallivanter in this month’s Cruise Notes. Plus, as an experienced teacher, you have a proven skill that’s a valuable commodity in many parts of the world. So good luck to you and your wife. But “looking forward to the heat of summer” in the Sea of Cortez? Holy moly, be careful what you wish for.

↑⇓

ANOTHER HORIZON, ANOTHER WORLD

Loads of folks told us about the January 27 ‘Lectronic item where you wrote about our being in the guest book for the Raffles Marina in Singapore. But if it had been our boat, it would have been Another Horizon, not Another World. But who’s paying attention? We’re just thrilled that you remember who we are after all these years. And it was fun to see the names — with or without all the other information — of the cruising friends from the time we spent in Singapore.

Tina Olton & Steve Salmon
ex-Another Horizon, Valiant 40
Circumnavigation, 1993-2001
San Francisco Bay Area

Tina and Steve — Of course, we remember you. We also remember hanging out together at the marina in Ixtapa when it was brand new, as well as in other places.

In a typical month, we receive a tremendous volume of letters. So if yours hasn’t appeared, don’t give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat’s name, hailing port, and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.
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Eight Bells.

Gordy Miller, undeniably one of the most colorful characters in the Bay Area sailing scene, just missed making his April 3rd birthday. He would have been 102.

Longtime friend Bruce Nesbit reminds us that Gordy’s sailing career began back in 1934 when he joined the fledgling Richmond YC. "He would have joined a year earlier as a charter member," says Bruce, "but he had to save up the $5 initiation fee."

Gordy’s love of racing spanned many decades. He’s said to have won many races in his first boat, a home-built Snipe named Cotton II. In his younger days he also sailed El Toros and Zephyrs, before moving up to a Cal 25 and an Ericson 27, and often making it to the winner’s circle.

Another longtime friend, John Amen, laughs about the time, a few years back when Gordy took his El Toro (hull #4) around the RYC turning basin during the 60th anniversary of the El Toro class and National Championships. "Having been a long time out of his old woody," recalls Amen, "he capsized his ‘sinker’ in front of the crowd of championship sailors. The whole time he had a smile on his face and was heard chuckling ‘I wasn’t ready for that!’ as we hauled him out of the water." Hull # 4, is still in the hands of his son Jeff, reportedly in fully restored condition.

As Gordy’s many friends bid him farewell, notes Amen, "His enthusiasm and continued support of our quirky little class will live on with all of us."

Wild night at Robinson Crusoe.

As we go to press, a widespread search is ongoing for the long-overdue sailboat Columbia, which was offshore en route from Ecuador to Chile with five people aboard when the Chilean earthquake and subsequent tsunami struck February 28.

Via cruiser radio nets, word of the search has spread from Easter Island to South Georgia Island and everywhere in between. The British yacht Zephyrus reported from remote Robinson Crusoe Island in the Juan Fernandez group, which lies 400 miles off the Chilean coast, that Columbia definitely had not been there, as Zephyrus was the lone yacht in Cumberland Bay when the huge tsunami waves struck the anchorage in the middle of the night.

There’s an amazing footnote to their report, however: As the water receded, it brought with it all sorts of rubble, including trees, a Navy boat, and two houses — that almost struck Zephyrus — as well as the houses’ inhabitants.

Despite the darkness, Zephyrus’ crew, Andy Whittaker and Rhian Salmon, were able to rescue three boys and a young girl after hearing shouts from the water. The youngsters were later reunited with their families, but as a whole, the islands suffered terrible losses.
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groupama smashes jules verne

Franck Cammas and his nine-man dream team became the first sailors to circumnavigate in under 50 days when they passed the Ushant lighthouse on March 20 after 48d, 7h, 44m, 52s at sea. Six days earlier, the question of whether Cammas’ VPLP-designed 105-ft trimaran Groupama 3 would surpass the mark set in ’05 by Bruno Peyron’s Orange 2 — 50d, 16h, 20m, 4s — was anything but decided.

With the Bay Area’s Stan Honey at the nav station and Sylvain Mondon routing from ashore, G3 passed the Ushant light heading the other direction on February 1. They barely squeaked by a big wind hole before hooking into some solid pressure and using it to set the second-fastest recorded time to the Equator.

Carrying a lead of just over a day into the upside-down part of the globe, Cammas’ team — Honey, watch captains Fred Le Peutrec and Steve Ravussin, helmsmen/trimmers Loïc Le Mignon, Thomas Coville and Lionel Lemonchois, and bowmen Bruno Jeanjean, Ronan Le Goff and Jacques Caraës — got the inverse of the weather they’d had up to that point. A high-pressure system bumbling along off the coast of Brazil joined forces with the St. Helena High and created a weather scenario that Honey said reminded him of the ’79 TransPac: one massive, inescapable blanket of nothingness. In the meantime, G3’s roughly 600-mile lead turned into a 385-mile deficit by the 12th day of their trip, when they made only 274 miles down the track. If that doesn’t seem too bad of a day’s run, consider that G3 sailed 719 miles the next day, after they escaped the vacuum!

It would take the team another week to get ahead of their virtual competitor’s pace, just before crossing from the Indian Ocean to the Pacific. The hurry-up-and-wait trajectory around the globe didn’t end there. Ultimately the giant tri spent nearly as many days behind Orange 2’s pace — 22 — as it did ahead.

The Pacific Ocean was key to the overall success of the mission. In ’05, Peyron and his crew — which, incidentally, included Lemonchois, Le Goff and Caraës — absolutely demolished this section of the course. If they kept in touch with their ‘competition’, Cammas’ boys — all of whom are older and have gone through more pairs of seaboots than their 38-year-old skipper — could have a fighting chance on their way back up the Atlantic. But the jet stream wasn’t going to make it easy on them. After they’d passed New Zealand and were sailing fast toward Cape Horn, going as far as 55°S, the upper-level flow turned zonal and spit a big, fast-moving depression right at them — one they couldn’t safely stay ahead of. This forced them north, as far as 47°S, and cost them nearly 300 miles over the reference time. But by the time they reached the Horn, the G3 sailors had given back only one hour of their lead.

The South Atlantic once again proved challenging. Cammas said that Groupama 3 would need to be within a day of Peyron’s track by the time they reached the Equator. A narrow corridor of northerly breeze up the east coast of South America meant overtime work for the navigator as the team beat their way north and ultimately crossed the Equator 1d, 2h, 4m behind Orange 2’s time. Fortunately for Cammas, Honey and the rest of the crew, the North Atlantic would once again prove to be very charitable. When they found the trades, they were off to the races, finally catching their ‘competition’ on day 46, and racking up nearly 2,000 miles against the reference time in the last 4,000 miles of racetrack.

This was the first Jules Verne-winning effort since the first in ’93
resolution

low bar to see if we could follow through. We are proud to say that we managed to get out of the slip and set the sails at least once each calendar month of 2009. While a (very) modest accomplishment, on review of the past years’ logs, we found that we sailed 32 days last year, exactly 12 days more than our average over the past five years — go figure.

“The highlight was a three-day cruise to Petaluma with the family. For anyone who hasn’t done this trip, it’s a must. The set-up for boaters at the turning basin is brilliant. This year we’re expanding

groupama — cont’d

— won, incidentally, by Peyron — to not have the overall lead from the International Dateline. And while Cammas and his crew ultimately covered the rated course distance of 21,760 miles at a staggering average speed of 18.76 knots, they actually sailed 28,523 miles at an average of 24.6 knots!

“T think we could do a lot better but I’ll let someone else beat our record first as I don’t really see the appeal of battling against myself,” Cammas said. “It was a great relief to cross the finish line. We ended up with a great time, certainly better than we could have expected after crossing the equator with a day’s deficit. Forty-eight days was an objective we set for ourselves before the start and this proved to be the case even though we didn’t often have favorable conditions.”

There are a number of things we find impressive about Cammas and this effort. In the process of shaving over two days off the old

continued on outside column of next sightings page
groupama — cont’d

record in generally unfavorable weather, he managed to sail the boat around the course with only some chafe issues and broken mainsheet blocks. Knowing when to push and when to let off is, according to Honey, imperative in these giant multis. But following through on one’s instincts has to be tough for a skipper whose crew is a Who’s Who of French multi sailors — almost all of whom have had or currently have their own sponsored big-budget programs, who all want to drive it like they’re rentin’ it, and light it off at every opportunity, which is pretty much the reason they’re onboard. What kind of guy does it

resolution

on this — Half Moon Bay and Monterey for four weeks, or better yet, taking the boat down the coast for some commuter-cruising for a couple of months this summer — but will probably decide on more low-bar stuff, just to make sure we don’t get too ahead of ourselves.”

The year may be a quarter over, but it’s never too late to set your own sailing resolutions. Whether it’s as “low bar” as

The family that sails together — Margaret shows her appreciation for sailing through The Slot as Abigail practices her grinding skills. Proud parents Jennifer and Sean are clearly raising two natural born sailors.
— cont’d

shaking out the sails once a month or as ambitious as sailing to Hawaii in the Pacific Cup or Singlehanded TransPac this summer (the entry deadlines for both of which are fast approaching — see www.pacificcup.org and www.sfbaysss.org for details), set your goals and make it a priority to meet them. We guarantee you won’t regret it.

— ladonna


groupama — cont’d

take to look beyond the submarine silos of Lorient, to not only pick an American, but convince Lemoine, who skippered and navigated Gitana XIII on her record world tour that stopped in the Bay in April ‘08, and Sodeb’O skipper Coville — both accomplished navigators — to stand aside and let Honey do the navigating? Probably the kind of guy who says something like this:

“We trusted in our boat and in the concept of the trimaran. It was a dream team with a whole wealth of experiences and talents. Sometimes I had to put my feelings to one side and take onboard the ideas of everyone else. I learned a vast amount — it was superb.”

For more, including photos, videos and replay feature on the team’s super-slick mapping system, visit www.cammas-groupama.com

— rob

... and the land of the free

We don’t know about you, but we think the guy in the accompanying photograph looks like somebody who might be fun to talk to. The look in his murky eyes tells us that he’s seen a lot in his long life.

The thing is, you can’t talk to this guy. Not if you’re an American.

That’s because the government of our “land of the free” has long believed it can tell us which countries we can travel to, and which we can’t. Cuba, where the man in the photo lives, is off limits. Therefore, so is the old dude.

We know there are other countries — Burma, China, Iran, Vietnam, Cuba, North Korea, to name a few — that restrict where their citizens may travel. But to our knowledge, the United States is the only non-totalitarian state that thinks it has the right to tell its citizens where they can go.

There will, of course, always be Americans who are willing to defy their government and decide for themselves where they can travel. Some have boats. We, for example, took our Ocean 71 to Cuba in ’96. Although a lot of friends were shocked, it really wasn’t a big deal. After all, President Clinton was in office, and his ‘don’t ask, don’t tell’ program extended to visiting Cuba as well as being gay in the military. As a result, there were all kinds of Americans on boats at Hemingway International Marina, the less moral of them doing things like getting laid every night in return for a bar of soap.

But for the two terms that President Bush was in office, he made it clear that the Treasury Department would vigorously prosecute those who violated the prohibition against ‘trading with the enemy’. The maximum penalty is $250,000 in fines and 10 years in jail. That effectively cleared American boats from Cuba.

While President Obama hasn’t officially changed the Bush doctrine toward Americans visiting Cuba, the new administration’s response to Americans taking their boats to Cuba is not really clear. One of the reasons is that, to our knowledge at least, no Americans had taken their boats to Cuba. We’re pleased to report that this has changed. One California couple, veterans of the Ha-Ha no less, recently visited Cuba on their way to the Eastern Caribbean. It makes them subject
cuba — cont’d

to prosecution, but we can’t see President Obama being politically able to have the Treasury Department prosecute them.

Who are the folks who took their boat to Cuba? We’re planning to run a two-part report on their visit — and very insightful observations — in the May and June issues, so up until the last minute we’re going to let them decide how high of a profile they want to maintain. But we can reveal that they are the recipients of Latitude’s Medal of Freedom Award. Congratulations!

— richard

corkscreeded!

When Saturday, March 13 dawned clear and sunny, sailors all over the Bay were thrilled, but one South Bay group was especially grateful that the previous day’s torrential rains had dried up. The nine boats entered in Peninsula YC’s Great Corkscrew Slough Race, which also served as a regatta for the West Wight Potter Rendezvous being held at the club, started the race after a leisurely skippers’ meeting and a ‘Le Mans’-style start.

“This was the fourth year PYC hosted the rendezvous, and things looked promising,” said PYC’s Lee Callister. “All the drivers ran — well, okay, walked briskly — to their waiting boats and set off down the creek. It was high tide. What could go wrong?”

Light breeze is what went wrong. “It took them longer than anticipated to tack their way up to the turning basin where the creek widens,” Callister said. “And longer to work their way to the mouth of Corkscrew Slough. And longer to tack their way up the shallow slough.”

As the saying goes, time and tide wait for no Potter Yachter . . . or something to that effect. “First one boat ran aground, and then another,” reports Callister. “Others who stopped to help then fell victim to the dropping tide. A few managed to power their way out but six were left immobilized. Fortunately, most were prepared, and all took it good-naturedly by enjoying the sun and chatting on the radio as they waited for the tide.”

“At 2.5 feet, my Bull’s Eye, Lia, was the deepest draft (yet shortest) vessel in the flotilla,” said racer Jerry Higgins. “Since I was leading the race, Lia was the first to go aground. A couple boats tried to pull me free, but they dashed when it became obvious I was going to be there a while. As luck would have it, they also grounded a couple thousand yards farther down the slough.”

Fellow racer Goose Gossman said he and crew Carl Sundholm pulled Dave Kautz’s O’Day 192 Trailer Trash off the mud with his Potter 14, Gale, but then quickly and silently dug in themselves. “The mud was so soft that it just consumed the boats. I hadn’t sailed in the South Bay before, and it never occurred to me that all the water would disappear!” After a quick confab on the VHF, the stranded racers settled in for a nine-hour wait. “It was chilly, so we were happy that we had extra clothing, food, water, and a couple beers aboard.”

But it seems some landlubbers were worried about all those poor boats just sitting in the mud, so naturally they called . . . the cops. “The police yelled out their phone number so we could talk,” reports Gossman. “We told them we were fine, and they left.” Much to the continued on outside column of next sightings page
corkscrewed — cont’d

chagrin of one unidentified muck-bound sailor who was reported to have cried out, "They didn’t bring beer? What happened to protect and serve?"

Back at the club, race organizers were concerned about their wayward charges, but there was little to do but wait . . . and enjoy the St. Paddy’s Day feast of steaming corned beef and cabbage that every racer could only dream about. “The only bad part about sitting in the mud so long was thinking about the feast we were missing,” admitted Higgins, a sentiment echoed by Gossman: “We thought, ‘Damn, we’ll miss the dinner.’"

As the tide finally started coming back in, a flotilla set out to rescue the stragglers. “Race Director Ed Stancil lashed a line from his Whaler through the sailboats,” reported Callister. “When he hit the gas, the Whaler flipped right over in 24 inches of water. He lost his cell phone and camera, along with his dignity! But they managed to herd all the

continued on outside column of next sightings page

in 12 hours

announcement in ‘Lectronic Latitude, we were shocked!

Sadly, we’ve received a number of pleas from those who didn’t sign up in time. Unfortunately, we can’t accommodate more than 50 boats this year and, considering we already have more than a dozen names on the waiting list, it appears this year’s roster is pretty close to written in stone. But don’t let that stop you from taking a trip up-Delta — call some sailing buddies and create your own fun-run.

For more on the Delta Doo Dah — or simply cruising the Delta — check out www.deltadoodah.com.

— ‘doodette’ ladonna
corkscrewed — cont’d

boats back to the starting point, where the sailors were pleased to find hot corned beef and cabbage, liquor and a roaring fire waiting for them.” As Higgins noted, “You can only imagine how good it tasted as we flushed it down with beer after we arrived around midnight!”

In a time when many people take an ‘All for one, and all for me’ attitude about the world, it’s refreshing to hear about the teamwork, generosity and selflessness it took to turn what could have been a disaster into an adventure everyone will remember. In fact, the overwhelming sentiment that the Potter Yachters walked away with was how terrific PYC’s members are. “The PYC people are the warmest group of yachtsies I’ve ever encountered,” said Higgins. “I was so taken by them, I’ve applied for membership!”

— ladonna

strictly sail pacific

Elsewhere in this issue you will find the Strictly Sail Pacific Boat Show Guide, which will help you plan your assault on the West Coast’s largest all-sail extravaganza. The show, which will be held April 15-18 at Oakland’s Jack London Square, has undergone a bit of a facelift this year. Not only is it once again sail-only, but the accessories booths — more than 150 of them — will be housed in the former Barnes & Noble store instead of tents, the seminars will be held in temperature-controlled seminar rooms in the Waterfront
is better than ever

Hotel, and, for the first time in the show’s history, used brokerage boats will be on display next to the new.

But the best parts of the show you’ve come to know and love aren’t going anywhere. You’ll still find more than 100 seminars, boats for every budget, and tons of special features. Some of the highlights for this year’s show are:

- The Fun Zone — an interactive area to learn about fast-is-fun daysailers.
- Take a free 45-minute sail on a Cat-

ocean watch headed for the bay

A very special vessel will arrive beneath the Golden Gate late next month, with a pedigree that probably no other can match. Since departing from Seattle on May 31, the 64-ft steel cutter Ocean Watch has now completed all but the final sprint to the finish of a remarkable 25,000-mile journey. No, not around the world, but around both North and South America via the fabled Northwest Passage and Cape Horn. Skippered by two-time solo circumnavigator Mark Schrader, the mission of the Around the Americas project is to educate local residents at each port stop about the fragile ecology of our oceans, and inspire them to become involved in making positive changes.

When we checked on the expedition’s progress just prior to going to press, ship’s scribe Herb McCormick had just been “slimed” by a flying squid while idling in the Galapagos Islands — a comic moment in a journey punctuated by both high points and lows. At the southernmost tip of the Americas, the crew was not only able to accomplish an uncommon east-to-west rounding, but they lucked into a rare easterly breeze that allowed them to fly their trademark map-of-the-Americas chute as they passed the Cape: “It’s hard to describe the sensation of actually gazing at the Horn from seaward off the deck of a small boat,” wrote McCormick. “As a sailor, as a seaman, you instinctively realize you’re slipping through waters both hallowed and lethal.”

Not long afterward, however, that unforgettable day was contrasted by a miserable crossing of the notorious Golfo de Penas. “On some passages we’ve compared the motion on board Ocean Watch to what being inside your home washing machine on the wash cycle might be like,” Schrader penned in his log. “Only last night we were in the industrial variety, known for its long cycles and vigorous, turbulent action. If I were a pair of dirty coveralls, I’d be spotless now.”

Read more about this epic trip at www.aroundtheamericas.org, and stay tuned for details of Ocean Watch’s Bay visit, scheduled for May 26-June 5.

— andy

daysailing the gulf of the farallones

When Sausalito YC member George Rab tried to coordinate a multi-club cruise-out to the Farallon Islands a few years ago, he was disappointed in the lack of response. So when nearly 40 boats from various clubs around the Bay expressed interest in such a cruise this year, he was taken by surprise. “I think clubs weren’t as electronically savvy then as they are now,” Rab said.

As residents of Sacramento, George and his wife Wendy say that they’re not attached to one yacht club over another. “We joined SYC because of their cruising program,” George said, “but we like to hang out with people from other clubs, too.” Noting a lack of inter-club cruises, he recently decided to try fanning the flames under his Farallones concept once more.

“I sent emails to the cruise directors of every club I could find in the Bay Area,” he said. “Most of them were pretty good about forwarding it on to their members, and the response was tremendous.”

The idea was simple: Pick a date and hope for good weather. No fees, no applications, no permits required. But as the date — Saturday, March 6 — approached, the forecast looked dicey. “We scratched the cruise on Thursday, but the low that was supposed to hit us dropped
SIGHTINGS

farallones — cont’d

south so we unscratched it on Friday,” Rab laughed. Unfortunately, a number of boats had already made other plans.

As it was, 14 boats from a variety of clubs “poked their noses” out the Gate around 7 a.m. that morning and found sublime conditions. “We had to motor for about an hour before the wind picked up,” said Rab, who, with Wendy, sailed his Island Packet 420 Big Bird to the rockpile and back without having to restart the engine.

“The conditions were perfect; sunny with a long-period swell,” reported Berkeley YC members Melissa and Greg Davids, who did the trip on their Hylas 47 Pura Vida. “A 10-15 knot northerly gave us a close reach all the way out and a spinnaker reach all the way back.”

The cruise also doubled as a whale watching expedition — thousands of grays, blues and humpbacks are currently migrating north along the coast — and the participants weren’t disappointed. “The last time we went out, we didn’t see any marine life at all,” noted Rab. But, according to the Davids, Big Bird ended up being the unofficial wildlife commentator for the fleet: “The radio check-ins and Big Bird’s pointing out wildlife really reminded us of the camaraderie we felt when we cruised Mexico.”

Regardless of the premature cancellation, Rab believes that his little cruise was a huge success, and that similar cruises in the future will be just as well-received. “I strongly believe that a few trips like this each year can help build friendships between clubs as well as skippers,” he said. “Some clubs don’t have the advantage of a cruise program, so this kind of event provides an outlet. And some skippers might be hesitant about their first time out the Gate, so buddy boating is attractive.”

Rab says he’s planning another, similar cruise for the fall, possibly to Drakes Bay. Keep an eye out in Latitude and ’Lectronic Latitude, as he promises to fill us in on all the details so we can, um, cover the event — yeah, that’s the ticket!

— ladonna

farewell plastiki, farewell

Plastiki — the 60-ft catamaran made entirely out of recyclable and recycled materials, including 12,500 soda bottles — sailed out the Gate the morning of March 20. The inspiration of environmentalist and adventurer David de Rothschild, the Plastiki project has also utilized the talents of many Bay Area marine professionals — from the boat’s suit of Pineapple Sails to the Monitor windvane attached to the aft bridgedeck to the army of artisans who lent a hand in the building of this unique vessel-with-a-mission.

Even though we encouraged ’Lectronic Latitude readers the day before departure to sail out the Gate with Plastiki, we were surprised by how many boats turned out that Saturday morning. There must have been 100 or more! Unfortunately, most weren’t there to send off Plastiki in style; they were, of course, racing in any one of a number of events held that day. Thankfully, the Plastiki crew didn’t realize that, and they think Bay sailors turned out in droves to wish them fair winds. Shhh . . . it’s our little secret.

Many of the dozen or so boats that did come out to see them off followed Plastiki and her towboat out past Mile Rock before turning for home. Ironically, with light westerlies, the strictly downwind vessel required a petroleum-fueled RIB to pull them out past land. “What’s

strictly sail

alina, Hunter or Beneteau at the Discover Sailing Dock.

• Go for a sail on the Derek M. Bayliss, a 65-ft cat ketch designed by Tom Wylie and currently owned and operated by Sealive Conservation, a non-profit that works to inspire people to reduce pollution and support healthy fisheries.

• Get kids aged 10-18 sailing aboard Seaward, the 82-ft youth sail-training schooner. Sign up at the show.

• Tour Michael Reppy’s Grainger tri Dolphin Spirit before she takes off on a San Francisco-Tokyo record attempt in ’11.

• See what all the fuss is about at the
plastiki — cont’d

the carbon footprint of that?” asked one poster on our Facebook page. Considering the ‘green’ nature of their mission — to educate the world on just how much plastic ends up in our oceans, as well as to find new and innovative ways to use the material — it’s a fair question, but one that seems overshadowed by the measures the team has taken to make their voyage as sustainable as possible, from provisioning with locally grown and supplied food to installing a mini-greenhouse that will provide fresh produce.

As this issue goes to press, the Plastiki crew are five days out on their journey toward the Line Islands, and are about 200 miles off San Diego. Not bad for a boat built from soda bottles, but unfortunately they’ve been heading in a decidedly easterly direction for the past two days. You can follow the crew’s blog posts and tweets, as well as track their voyage, at www.theplastiki.com.

— ladonna

— cont’d

new Multihull Lagoon.
• Go green at the Green Boating Zone, featuring the latest eco-friendly boating products and practices.
• Check out the new Jeanneau 57 or the Hunter 39.
• Find out more about Heart of Sailing’s mission to introduce people with developmental disabilities to sailing.
• Catch some Mercury and Snipe racing off the docks on Saturday afternoon, then come back for some Opti action on Sunday.
• Attend one of the many outstanding...
clipper cove gets the all-clear

Not so long ago, Clipper Cove — tucked between Yerba Buena and Treasure Island — resembled a scene out of the film Waterworld. Dilapidated junk-heaps were rafted together to make floating crack dens that would eventually break loose or sink, either causing damage to other boats or creating anchoring hazards. Most of these derelicts — along with a handful of reasonably well-maintained liveaboards — were moored close to shore, forcing weekenders farther from the lee of the treeline. Not only did that mean a longer trek to land but it also increased the odds of dragging anchor due to the winds that naturally funnel over the isthmus and into the center of the anchorage.

After the Navy pulled out of T.I. in '97, Clipper Cove was left in a state of limbo. Enforcement of marine rules was sporadic at best. No one knew if the cove fell under the City of San Francisco’s Marine Patrol or the Coast Guard’s jurisdiction — including the two agencies themselves. This confusion made it easy for folks to take advantage of the situation and dig in their hooks.

For 13 years, a deal between the City of San Francisco and the Navy was said to be “imminent,” but never seemed to come to fruition. In the meantime, the Navy dubbed the City “custodians” of Treasure Island. The City, in turn, created the Treasure Island Development Authority — naming Mirian Saez as Director of Island Operations — to begin planning big changes for T.I. once the deal was done.

Last December, Mayor Gavin Newsom announced that an agreement had been reached with the Navy for the City to purchase T.I. for $105 million. Not long after, Saez announced that the new anchoring permit process TIDA had developed — with input from Latitude and its readers — to prevent boaters from anchoring permanently was now in effect, and would be enforced with the help of the City’s Marine Unit.

We first reported on Saez’s plan to clean up Clipper Cove, making it a welcoming outpost for what she called “responsible boaters,” in last June’s edition of Latitude. It seemed a daunting task considering that, on the day we met, there were no fewer than 24 boats semi-permanently anchored and another handful of sunken boats to contend with. So when we dropped by Clipper Cove last month to check on her progress, we were stunned: There were just three boats at anchor!

“Those over there,” Saez said, pointing to two sailboats with erect masts, “just came in today. That one with the mast down? Well, we’re working with that boat’s owner to remove it.” In all, 28 boats were removed from Clipper Cove — most by their owners, but a handful were seized, then auctioned off — as well as all of the sunken wrecks of which TIDA was aware. When we noted that one wreck marked with a yellow buoy still seemed to be in the cove, Saez was concerned. "Show me where it is so we can get it removed!"

According to Saez, the permit program has worked as planned, cleaning up the cove without being a burden to recreational boaters. "We listened to all of the really great comments we got while developing the plan," she said, "and, so far, we haven't heard from anyone that the new system is too onerous." For the entire list of rules, go to www.sftreasureisland.org, but the basics are as follows:

- If you’re spending less than 24 hours, do nothing.
- If you want to spend the weekend, call (415) 274-0382 or send a

strictly sail

free seminars from the likes of John and Amanda Neal, Lee Chesneau, George Day, Margo Wood, Pam Wall, Brion Toss, and of course the Bay’s own Kame Richards.

- Be part of the solution by attending the Bringing Diversity to Sailing Round Table Discussion on April 18.
- Finally, anyone interested in joining this year’s Baja Ha-Ha will want to attend Grand Poobah Richard Spindler’s seminar at 2 p.m. on April 16 (repeats April 17 at 3:30 p.m.) on the enormously popular cruisers’ rally — last year was a record-breaker at 193 boats — that
— cont’d

starts in San Diego at the end of October and ends in Cabo a couple weeks later. Assistant Poobah ‘Banjo’ Andy Turpin will also be dishing on the Pacific Puddle Jump and cruising in Tahiti on April 17 at 4:45 p.m. And veterans of the Baja Ha-Ha and Puddle Jump, as well as their baby sister, the Delta Doo Dah, are invited to a reunion party at the Latitude booth on Friday night at 6 p.m.

For details on any of these or the many more events planned for Strictly Sail Pacific, visit www.strictlysailpacific.com.

— ladonna

clipper cove — cont’d

message through the website letting TIDA know your plans (include your name, cell number, boat name and registration numbers);

• If you need to stay longer than three days, you have to go into the office to fill out a permit application;

• Don’t pump your crap overboard.

In an effort to help folks comply with the last — and most strictly enforced — rule, a free holding tank pumpout station has even been installed at Treasure Isle Marina, and is ready for use.

While the new rules undoubtedly have pissed off a small number of boaters who would like to keep the anchorage as their own private dumping ground, we think the new system — nearly identical to one Latitude’s Publisher suggested to TIDA — has turned Clipper Cove from Waterworld to Blue Lagoon.

— ladonna
RACING TO SAN FRANCISCO

The internationally sponsored stripped down ocean racing yachts are now tackling some serious weather as they take on the 5,680 mile Pacific leg, the longest in the history of the Clipper Race. Speaking ahead of the start the skipper of California, Pete Hollason, shared his thoughts on how he and his team were going to handle the marathon crossing.

“This is the leg that I've always been looking forward to, even before we started. It's going to be one hell of a challenge and there is a certain amount of apprehension from the crew but they're all up for it and what an achievement when we get there.

“We hope to be top of the podium when we get to San Francisco. We want to break the home port curse and we're going to be going all out. We've really performed well over the last couple of races and looking at the other boat performances we certainly seem to be the most improving team. So we're going to give it 150 percent and hopefully make that podium and receive one heck of a reception in California.”

Call +44 (0) 2392 526000 or visit www.clipperroundtheworld.com

Qingdao stopover departure ceremony

Following a hero's welcome and an unforgettable stopover in the Shandong provincial city of Qingdao, China, the crews competing in the Clipper 09-10 Round the World Yacht Race were treated to a spectacular send off for Race 7 of the 35,000-mile global challenge to San Francisco.

As the brave sailors manned their boats and prepared to do battle with the largest ocean on the planet, thousands lined the breakwater of the Olympic Sailing Centre to send them on their way.

The race is the brainchild of legendary solo sailor, Sir Robin Knox-Johnston, the first man to sail solo and non stop around the world. He wanted others to be able to follow in his pioneering footsteps and established the Clipper Race which to date has turned more than 2,000 people from all walks of life into experienced ocean racers.

Sir Robin says, “The leg from Qingdao to San Francisco is a fascinating one. It is the longest leg in the history of the Clipper Race and to complete the Pacific in one long, five-week bite is a major challenge. When the crews arrive in San Francisco they will have sailed for a longer distance than 99.9 percent of all boat owners and it's a magnificent ocean for the amateur crews to have in their log books.”
ON REFLECTION

Guaranteed to be on the pontoon to see his boat arrive is California crew member, Charles Willson. Having recently returned from his leg of the race, from Western Australia to China, Charles has been avidly following his team on the Race Viewer and willing them to victory.

Charles says, “I first learned about the Clipper Race in April 2008 when looking out my office window overlooking the entrance to the Santa Cruz Harbor. I saw a large racing yacht dropping its main and making preparations to enter the harbor. I punched the URL on the boom (www.clipperroundtheworld.com) into my web browser, and from that moment on, I was hooked.

Leaving Australia in the middle of their summer route to the Equator meant scorching heat on deck and unbearable temperatures down below. I quickly learned to love helming at night. It was such a great feeling to be hundreds of miles from land concentrating on the faint silhouette of a tennis court sized spinnaker, lit only by the light of a star filled sky.

The equator also introduced me to night time squalls where the wind would go from six to 60 knots in the blink of an eye accompanied by torrential rain. We laughed a lot on those nights as we worked our way through reefs and headsail changes with our life jackets going off from the volume of water on the foredeck.

“The race from Singapore to China began with the same searing heat but we all knew what awaited us once we reached the Luzon Straits at the bottom of Taiwan. Almost overnight the temperatures plummeted and the sea state picked up. Getting on and off deck now took 25 minutes to pull on and off endless layers of foul weather gear. Our seven person watches were reduced to a rotation of three as a result of the mercury heading well into negative territory.

Then one bright, sunny morning as I came up on deck I was looking at the Olympic rings at the entrance to the Qingdao Olympic Sailing Center. The crew’s tiredness was immediately replaced with elation. We had just sailed to China!

“I can’t wait to greet my crew as they arrive from their Pacific crossing. I know they will have new stories to tell. I also know I will only have to say goodbye to them one more time before I rejoin them on board in Jamaica for the final leg back to Hull in the UK.”

HOW TO GET ON BOARD

If you are excited by the prospect of getting on board and taking part in the only round the world yacht race that is available to everyone, regardless of previous sailing experience, then you are not alone.

Berths are now available on the Clipper 11-12 Round the World Yacht Race and are already filling up fast.

Anyone over the age of 18 is welcome to apply and for those wishing to find out more Clipper Crew Recruitment Manager, David Cusworth will be in California for the stopover in April and is holding a number of no obligation presentations across the San Francisco Bay area.

San Francisco Yacht Club, Belvedere - Wednesday 7 April at 7pm
South Beach Yacht Club, The Embarcadero - Thursday 8 April at 6pm
OCSC Sailing School, Berkeley – Monday 12 April at 7pm

OPEN DAY

The fleet will be berthed in San Francisco Marina, where the Golden Gate Yacht Club is situated, for the duration of the stopover. For those wishing to see the boats up close then a couple of the boats will be available for tours:

Monday 5 April
10am to noon and 2pm to 4pm

To find out more about the Clipper Race, the San Francisco stopover or to attend one of the presentations:

Email: oceanracer@clipperroundtheworld.com
Call: +44 (0) 2392 526000
Visit: www.clipperroundtheworld.com

Charles Willson on board California

Charles Willson and crew arrive in Qingdao

“Leg 4 of Clipper consisted of two contrasting races. First we raced from Western Australia to Singapore.

Califoria

Charles Willson and crew arrive in Qingdao

April, 2010  •  Latitude 38  •  Page 97
At first glance you might think modern American kids have it all: high-def TVs, computers, cell phones, iPods, remote-controlled toys, cutting-edge video gaming devices, and more. But to our way of thinking there’s often an unseen ‘cost’ to the boundless acquisition of such high-tech gadgetry. That is, each successive generation seems to spend less time engaged in good old-fashioned outdoor play, having traded time spent in the great outdoors — a favorite realm of youth in generations past — for indoor time on the couch.

The problem is exacerbated, of course, by the fact that many modern parents are afraid to let their kids roam their neighborhoods unchaperoned, while school budget woes have resulted in physical education classes and after-school sports being scaled back further every year. We probably needn’t remind you that two tragic byproducts of this grim reality are that the incidence of both childhood obesity and diabetes are rising dramatically. Yikes! What’s a parent to do?

We think part of the solution is to find outdoor physical activities that are both fun and engaging, while building muscle, agility, and self-confidence. Kids’ sailing programs do just that. In fact, we like to think of them as the antidote for what we call the ‘adolescent couch potato syndrome’.

As you’ll learn in these pages, the Bay Area offers a wealth of opportunities for kids 7 to 18 years old, from all socioeconomic backgrounds.

Many Bay Area yacht clubs have instructional ‘junior’ programs for kids, particularly during the summer months. And there are also a number of community sailing programs specifically designed to make the sport accessible to any and all Bay Area youngsters.

**Yacht Club Programs**

As you’ll see in the accompanying sidebar, there are at least 16 Bay Area YCs that offer summer sailing programs, and nearly a dozen that offer them during the school year. Most have been operating successfully for many years, thanks to dedicated club volunteers who organize events, teach classes, and do maintenance on the boats. Right now is an ideal time to check out their various offerings in order to get your kids signed up well before summer begins, as most programs have limited openings.

Although most YC summer sessions charge a fee, many offer scholarship programs for folks who can prove financial need. It’s important to note that parents usually do not have to be club members.

At YCs where youth membership is required, kids are typically offered a youth membership rate between $15 and $55. The idea, after all, is to bring new blood into the sport, not to set up deal-breaking obstacles. Most clubs require that young trainees know how to swim, but do not require previous boating experience.

At YCs, the focus is almost always on dinghy sailing, as the idea is to build basic skills which will serve as a solid foundation for a lifetime of sailing fun. By contrast, some non-YC programs are run aboard large keelboats, as their primary goal is just to give kids their first introduction to the nautical world.

A wide range of boats are used in junior programs, and in most cases they’re provided at no additional cost. The vast majority of young sailors start out in El Toros or Optimist prams. Once they learn the ropes, they’re likely to move up to Lasers, and eventually to two-person FJs or 420s (both jib-and-main boats). Some clubs also work with nearby high schools to provide race training and sup-
in fact, probably wish they'd had such opportunities when they were young.

Community Access Programs

For the purposes of this overview, we'll lump together all non-yacht club sailing options. But in fact, they each have distinctly different qualities and offerings. That said, all 'community-access' programs do tend to share the same overarching goal: to expose as many kids (and/or adults) as possible to the joys of sailing in the Bay Area's unique aquatic realm. Often, kids also come away with a greater awareness of the Bay's delicate marine ecosystem, and an appreciation for the region's colorful maritime heritage. Most, if not all such programs, have provisions for kids to sail for free through need-based grants and scholarships.

This fact has led to one of their greatest successes, as they are accessible to disadvantaged youth who otherwise might never have a chance to set foot aboard a sailboat, let alone learn to operate one.

For many years, savvy corporations have used 'team-building' exercises aboard sailboats to build character among their employees and foster within them an appreciation for mutual cooperation. The teamwork required to maneuver a big keelboat or rig and launch a fleet of sailing dinghies yields similar results in kids of all ages.

Here's a quick look at some popular community programs:

Treasure Island Sailing Center — Located literally in the middle of the Central Bay, this multi-faceted facility is well-named, as it is indeed a 'treasure' for the surrounding communities. Established by a group of Bay racers in 1999 after the City of San Francisco obtained use of T.I. from the Navy, the Center's programs have continually expanded over the years to promote sailing and ecological awareness to the broadest possible spectrum — including at-risk kids, and those who are mentally or physically disabled. A broad range of programs give 7-to-18-year-old trainees exposure to sailing aboard dinghies as well as Moore 24s and J/24s.

Thanks to extensive community support and volunteer fundraising, nearly 80% of participating kids sail for free. With its unique location at the edge of Clipper Cove — renowned for brisk wind over flat water — the Center conducts serious racing classes here also, and has hosted at least one national one design championship.

Oakland Park & Recreation Dept. — Two other 'gems' which greatly benefit Bay Area kids are the Lake Merritt Boating Center, near the city center, and the Jack London Aquatic Center, located

Each successive generation seems to spend less time engaged in good old-fashioned outdoor play.

While sailing beneath the Golden Gate aboard 'Pegasus' it's no wonder these East Bay kids are all smiles.

Beginning sailors learn the ropes in the calm waters of the Paradise Cay Yacht Harbor, during a Tiburon YC summer session.
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Investigate further details at: www.latitude38.com/YRASchedule/youth.html and at the websites of individual organizations.

YACHT CLUB PROGRAMS


Encinal YC (Alameda) — Billy Zlotcho, (510) 769-0221, www.encinalyc.com • Summer Jr. Prgm, ages 8-11; all levels; 3-wk sessions, Jun-Aug, Mon-Thu; in Optis, Lasers, FJs, 420s (provided) • Fall, Spring Prgm, ages 8-18; Sun for six weeks (dates TBA); in Optis, Lasers, FJs (provided) • High School Prgm, grades 8-12; Weekends Feb-Apr; drop-in practice Wed-Fri; FJs (provided); Scholarships available through the Encinal Sailing Foundation.

Golden Gate YC (San Francisco) — Robert Bozina, (415) 544-4311, www.ggyc.com • High School Prgm, grades 9-12 from any high school esp. Lowell, Lincoln, or School of the Arts (middle school students by arrangement); Tue & Thu, FJs (provided); Free; students must demonstrate desire & commitment to sailing.

Inverness YC — Barbara Jones, (650) 474-1402, www.invernessyachtclub.org • Summer Prgm; 6/28-7/16 & 7/26-8/13; in Optis, El Toros, Lasers and Flying Scots (provided); 8767; Scholarships available.

Monterey Peninsula YC — (831) 372-9686, www.mpyc.org • Summer Sailing Lessons, ages 8-18; Eight 1-wk all-day sessions starting in early Jun, except the wk of 7/4; In Optis, FJs (provided); Scholarships available • High School Team, grades 8-12 from Pacific Grove, Salinas & Monterey; Fri afternoons during the school year; FJs (provided).

Richmond YC — (510) 237-2821, www.rchmyc.org • Parent or child must be RYC member (jr. membership: $20 initiation + $50/year) • Junior Sailing School Winter, ages 8-18; Most Sun, Oct-Mar; in El Toros, Byous, Lasers (BYOB); Optis (available for charter, $250/session) • $115 + two days per week parent volunteer time • Double-handed Prgm, ages 8-18; Most Sun, Oct-Mar; in FJs, 420s (provided); Cost: $250 • Summer Sailing Prgm, grades 8-12; Wkdays, Jun-Aug; in Optis, Lasers, FJs (provided) • Summer Sailing Camp (at Stockton Sailing Club); Jul 11-17; in El Toros, Optis (BYOB); $275 + one day of parent volunteer time; Scholarships available.

St. Francis YC (San Francisco) — Mike Kalin, (415) 820-3729, www.styc.com • Tinsley Island Summer Camp, ages 7-17; One-wk sessions, 8/21-25, 6/28-7/1; 7/5-9; in Optis, Lasers, 420s, Biotech windsnurders (provided); TBD; Scholarships available • Cityfront Day Camp, ages 7-17; One-wk sessions, Jul-Aug 20; in Optis, FJs, 420s, 4.7s, Biotech windsnurders (provided); TBD; Scholarships available.

San Francisco YC (Belvedere) — Forrest Gay, (415) 435-9525, www.sfyc.org • Spring & Fall Learn-to-Sail Prgm, ages 8-18; Apr-Sep; Optis, Laser Radials & 4.7s, FJs, 23ers, 420s (provided) • Summer Prgm, ages 8-11; all levels; Jun-Aug; Optis, Laser Radials & 4.7s, FJs, 23ers, 420s (provided) • High School Prgm, grades 9-12 from any Marin County high school; after School, Tue-Fri; FJs (provided); Scholarships available through the Belvedere Cove Foundation.

Santa Cruz YC — Peter Pillsbury, (831) 425-0680, www.scyc.org • Pinto Lake Jr. Prgm, ages 8-14; Pinto Lake, Watsonville, Sun, Sep-Mar; in El Toros (some available for charter); $60 + $55 YC junior membership; Scholarships available • Scholastic Prgm, grades 8-12 from Pacific Col- legiate, Santa Cruz, and Soquel High Schools; in Optis, Lasers, 420s • Summer Habob Prgm, Sat in Mar, Saturday & Sunday, September-March; in FJs (provided), Lasers, 420s • Advanced Sailing Prgm, independent competitors; in Moore 24s (provided), Lasers, 23ers, etc. (BYOB).

Sausalito YC — Dan Leininger, (415) 332-7400, x14, sailtraining@sausalitoyachtclub.org • Summer Prgm (Ages 8-18); Mid June - Mid Aug; Sign-up at www.sycsaiclamp.org • High School Sailing; Sep-May; in Optis, Lasers, Flying-Juniors, 420s (provided); Scholarships available through Sausalito Youth Sailing Foundation.

Sequoia YC (Redwood City) — (650) 361-9472, dchumpneys@comcast.net • Junior beginning/Intermediate Sr. • Summer Prgm, ages 10-14; Dan Humphreys, (415) 941-9303, kdchumphreys@comcast.net; Sat, fall/spring (Beginner & Intermediate); in El Toros; (provided); $125/10-wk session • Advanced Prgm, ages 12-16; Dave Pirron, (408) 966-6659; Sat in fall/spring; in Lasers (4.7, Radial & Full Rig); $175/10-wk session.

South Beach YC (San Francisco) — Kevin Wilkinson, (650) 333-7773, www.southbeachyc.org • Junior Prgm, ages 9-14; Beginner & Intermediate: One 2-wk Beginner session 7/12-23; one beginner/Beginner-Intermediate 1/2-2; one Intermediate session, 6/21-25; in Lasers, FJs (provided) • $225/wk; Scholarships available.

Spinnaker YC / City of San Leandro — (510) 577-3462, www.ci-san-leandro.ca.us • Summer Sailing Day Camp, ages 10-18, able to swim; 1-wk classes TBA for Beginners and Intermediate; in Optis, 420s (provided); $200/2-wk session • San Leandro residents, $225/non-residents.

Sunset YC — (650) 285-0815, sailingacross.com • Summer Sailing Prgm, independent competitors; in Moore & Foxboats (provided); $300/class/day (up to 32 students) • $145/10 wks • Basic, Intermediate in 420s & FJs; Advanced racing (all boats provided); $300/YC members & students who BYOB, $325/non-members. Scholarships available • High School Sailing; training & racing • Round the Bay race; Sat & Sun • Practices & races • CFJs, 420s, Lasers, 29ers.

Pegasus Project — Berkeley — See article text, DeWitt Dinghies, Optis, 420s, tall ship Pegasus (provided) • www.pegasseagardens.org • Pegasus Project

Sea Scouts Marin • (415) 965-5700; nick@tarslo.com • Year-Hound Prgm, ages 14-21; Tuesday evenings each month; in Santana 35 & 22s, Lasers, J109, Farr 40, tall ship Active (provided); $60/year.

Treasure Island Sailing Center — Lacey Todd, (415) 421-2225, www.tissailing.org • Spring Beginner Prgm, ages 7-14 & Spring Race Team, ages 8-14; Session 1 Sat, 3/13-4/3; Session 2 Sat, 4/17-5/8; Session 3 Wed, 4/21-5/12 • Opti Race Team, 10 practices Sat, Feb-May, 3 races wkends; in Optis; $50/session. Scholarships available • High School Race Team, ages 13-18, no experience necessary; Sun, Jan-Apr; in FJs; $400 • Summer Sailing YC, ages 17-18; One-wk sessions, Jun-Aug; in FJs; YC, Optimists, Lasers, J24s, Access Dinghies (provided); keeljackets, wetsuits and foul weather gear also provided; $125/wk, half day; $250/wk, full day; Scholarships available.

Spaulding Wooden Boat Center, Sausalito — See article text, Andrea Ray (415) 332-3179, info@spauldingcenter.org, www.spauldingcenter.org

S.F. Maritime National Maritime Park, San Francisco — See article text, South Side, 415 292-6664 office, amur@marine.org, www.marin- e.org

Sailing Education Adventures, Sausalito — See article text. Robert van Gool (415) 552-8199; communicationssfaisal.org www.sfaisal.org

A number of intro- ductionary programs are offered at the lake for grade-schoolers, including after-school Learn-to-Sail courses in El Toros. The action on the Estuary is geared primarily toward mid- dle-schoolers and high-schoolers from any area school, who train and race aboard dinghies and keelboats.
Blue Water Foundation — As evidence that on-the-water experience for kids is a benefit to society, this nonprofit, volunteer-run group is heavily supported by both the San Francisco School District and the San Francisco Police Department. Since its founding in 1992, over 9,000 young salts from virtually every S.F. public school have sailed aboard the Foundation’s 20-ft daysailers or its flagship, the former 46-ft ocean racer Golden Bear.

The Pegasus Project — Over the past 15 years, some 8,000 kids have been introduced to the joys of sailing the Bay aboard the well-kept Alden 51 ketch Pegasus. Drawing primarily from East Bay schools, the volunteer staff’s mission is for young trainees “to become productive members of a sustainable society through positive outdoor environmental education, and by reinforcing life skills.” With the support of several partner organizations, and profits from mainstream charter work, all kids who attend these hands-on sessions sail for free.

Call of the Sea — This well-respected organization offers three-hour programs aboard the traditional, 82-ft schooner Seaward (which also offers private charters). Hands-on sessions focus on seamanship, local history and navigation, and align with 4th- and 5th-grade social studies curricula — yet are adaptable to other grade levels.

Nehemiah — Like so many others involved with youth sail training, Capt. Rod Phillips and his wife Joni saw sailing as a chance for troubled kids to see the world through a different lens. So years ago they decided to offer their boat — a classic, 57-ft ketch — and their maritime knowledge to young people from nearby communities. They’ve taken hundreds of kids, many of then classifiable as at-risk, out for booming sails on the Bay.

A longtime professional mariner,
Capt. Rod sets a fine example as he and other volunteers instruct kids in the arts of traditional seamanship aboard Nehemiah, which has twice circumnavigated the globe. Free or nearly free youth programs are supported by occasional mainstream charter work.

The Spaulding Wooden Boat Center — This historic facility is one of the maritime treasures of the Sausalito waterfront. Its staff offers high school students apprenticeships that include boatbuilding, sailing and marine ecology. During the program which begins this June, students will construct a one-of-a-kind wooden sailboat drawn in 1923 by Myron Spaulding and redesigned by Tom Wylie. In addition, apprentices receive sailing instruction meant to prepare them for recreational sailing within the Bay as well as advanced coastal navigation.

San Francisco Maritime National Park — A JEWEL of the San Francisco waterfront, the Park has a wide variety of public offerings for both kids and adults, including small boat building and sailing for at-risk teens. Their Explorers Program recently earned the prestigious acknowledgement by Sail Training International as the (small vessel) Sail Training Organization of the Year. These innovative classes combine hands-on instruction in traditional seamanship aboard the 1891 schooner Alma, with aspects of history and social studies, science, and math (aligned with state standards for 4th through 7th grades).

Sailing Education Adventures — This highly regarded, volunteer-run organization has been running kids’ summer Sail Camps for 26 years. In partnership with San Rafael’s Marin YC, they operate one-week, full-day dinghy-sailing courses for kids 8 to 16, beginning in June, at both the Basic and Intermediate level.

We think a lot of kids these days end up wedded to the couch because they just don’t realize how much fun they could be having by doing active sports in the great outdoors. And sampling the pleasures of sailing through the programs listed here might be just the impetus they need to garner a fresh new perspective on life.

— latitude/andy

We think a lot of kids these days end up wedded to the couch because they just don’t realize how much fun they could be having by doing active sports in the great outdoors. And sampling the pleasures of sailing through the programs listed here might be just the impetus they need to garner a fresh new perspective on life.

— latitude/andy
This year's Big Daddy wasn't the biggest ever, but the unofficial start to the Bay's summer racing season delivered nonetheless for the 74 boats in six PHRF and four one design divisions that showed up March 12. With competition for entries coming from the St. Francis YC's Spring Dinghy Regatta and the Island YC's Doublehanded Lightship, attendance was down just slightly compared to years past.

With breeze into the mid-teens, each division got off two or three races. In PHRF A, Philippe Paturel's wildly-patterned black and red Archambault 40 RC Ciao scored straight bullets to win handily. In PHRF B, it was Dan Woolery's Sydney 36 CR Encore — with which he's had as much success of late as his other boat, the King 40 Soozal — taking top honors. In PHRF C Ed Durbin's Beneteau 36.7 Mistral came out on top, and in PHRF D, it was Michael Quinn's C&C 99 Sheeba. PHRF E went to Gordie Nash's Modernized Santana 27 Arcadia, while Scott Easom's Moore 24 Eight Ball won PHRF F.
Spread from left, 'War Pony', 'Alfa Puppy' and 'Deception' rumble downwind; inset, opposite page, Philippe Paturel's 'Ciao!' sports some of the wildest graphics on the Bay, if you'd like to see sport catch the eyes of non-sailors, start here; inset this page, Sy Kleinman's 'Swiftsure II' powers uphill.

The J/105 honors went Phil Laby's Racer X, while Rick Smith's Más Rapido took home the honors in the Olson 30 class. Trent Watkins' UFO won the Ultimate 20 class and Kim Desenberg's Mr. McGregor was the top Wylie Wabbit.

With Saturday's racing in the books, the focus turned to the St. Patrick's Day-themed party before anyone would even think about Sunday's pursuit race.

Eighty-seven boats — more than a few Doublehanded Lightship entries included — showed up on Sunday, and after a 1-hour postponement, things got rolling. The little boats headed mostly for Alcatraz first in the choose-your-own-adventure race around Alcatraz and Angel Islands. By the time they reached the entrance to Raccoon Strait, the ebb was ripping and they found themselves parked while the bigger boats rode the
current going the other direction.

It was a classic bigger-boat race, but the biggest, or should we say, fastest were the most blessed. Peter Stoneberg’s Formula 40 catamaran Shadow — which gets no shortage of complaints about its -99 rating — broke with the other fast boats’ style and headed to Alcatraz first. It was a strategy that paid big enough dividends for them to horizon the fleet and win by a large margin. The rest of the top-three also were multis — Alan O’Driscoll’s D-Class cat Beowulf V and Bill Erkelens’ Tornado Go Granny Go! The top monohull was Andy Costello and Peter Krueger’s J/125 Double Trouble.

Keeping a close eye on the duck ahead.

**RICHMOND YC BIG DADDY SATURDAY BUOY RACING (3/12, 2-3r, 0t)**

**PHRF A** — 1) Ciao!, A40 RC, Philippe Paturel, 2 points; 2) TNT, Tripp 43, Brad Copper, 7; 3) **Double Trouble**, J/125, Andy Costello/Peter Krueger, 7. (7 boats)

**PHRF B** — 1) **Encore**, Sydney 36 CR, Dan Woolery, 3; 2) **Desdemona**, J/120, John Wimer, 3; 3) **Jeannette**, Fren 40, Henry King, 7. (8 boats)

**PHRF C** — 1) **Mistral**, Beneteau 36.7, Ed Durbin, 2; 2) **Kuai**, Sabre 386, Daniel Thieman, 5; 3) **Always Friday**, Antrim 27, John Liebenberg, 7.

**PHRF D** — 1) **Sheeba**, C&C 99, Michael Quinn, 7 points; 2) **Maguro**, Santana 35, Jack Feller, 8; 3) **Two Scoops**, Express 34, Chris Longaker, 10. (8 boats)

**PHRF E** — 1) **Arcadia**, Modernized Santana 27, Gordie Nash, 4 points; 2) **Uno**, Wyliecat 30, Steve Wonner, 9; 3) **Preparation J**, J/30, Robert Hrubes, 10. (7 boats)

**PHRF F** — 1) **Eight Ball**, Moore 24, Scott Easom, 3 points; 2) **El Galvian**, Hawkfarm, Chris Nash, 8; 3) **Froglips**, J/24, Richard Stockdale, 10. (8 boats)

**J/105** — 1) **Racer X**, Phil Laby/Rich Pipkin, 3 points; 2) **Donkey Jack**, Rolf Kaiser, 3; 3) **Whisper**, Marc Vayn, 6. (5 boats)

**OLSON 30** — 1) **Mas Rapido**, Rick Smith, 4 points; 2) **Hot Betty**, John Scarborough, 7; 3) **Hoot**, Andrew Macfie, 8. (6 boats)

**ULTIMATE 20** — 1) **UFO**, Trent Watkins, 3 points; 2) **Indecision**, Phil Kangesberg, 9; 3) **Salsa**, Matt Borough, 10. (8 boats)

**WYLIE WABBIT** — 1) **Mr. McGregor**, Kim Deisenberg, 5 points; 2) **Weckless**, Tim Russell, 8; 3) **Better With Butter**, Erik Menzel. (8 boats)

**SUNDAY PURSUIT RACE (3/13)**

— 1) **Shadow**, Formula 40, Peter Stoneberg; 2) **Beowulf V**, Customized D-Class Cat, Allen O’Driscoll; 3) **Go Granny Go!**, Tornado, Bill Erkelens; 4) **Double Trouble**; 5) **War Pony**, Farr 36 OD, Mark Howe; 6) **Deception**, SC 50, Bill Helvestine; 7) **Tiburon**; SC 37, Steve Stroub; 8) **Quiver**, N/M 36, Jeff McCord; 9) **Swiftsure II**, Schumacher 54, Sy Kleinman; 10) **Bodacious**, Farr 40 1-Ton, John Clauser. (87 boats)

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Given that this issue coincides with the Strictly Sail Pacific boat show in Oakland, we thought it would be fun to talk to someone who had owned an older boat for many years but recently bought a new one, to find out what the big differences were in the boats and what improvements have been made.

Rick Gio, a tile setter from Sebastopol, seemed like the perfect guy to ask. Between '79 and '80, he spent 3,280 hours finishing off the Freya 39 Gypsy Warrior from a bare hull and deck. Despite being a heavy displacement boat, the design had won the prestigious Sydney to Hobart Race three years in a row in the mid-'60s. After doing the '81 Long Beach to Cabo and La Paz Race aboard Latitude’s Freya 39 Contrary to Ordinary, Gio started racing his Gypsy Warrior extensively, doing five races to Hawaii, a Mexico race, and countless local offshore races, as well as making a four-month, 11,000-mile cruise to the South Pacific and back. In the process, he singlehanded his Freya from Hawaii back to California three times.

According to Rick, he and Jan are a “quasi-couple.” According to Rick, they are a “quasi-couple.” In any event, in late ‘03, the two bought a Santa Cruz 27 together, christened her First Impression, and have been racing her even more relentlessly than Gypsy Warrior. “Three times a month is not uncommon,” says Jan. Two years ago, the duo won both halves of the OYRA series, as well as the full season. The year before that, they’d taken second overall.

Frankly, it’s a little mystifying to us why these two bought their newest boat, a Beneteau 40, last May. They christened her Music upon taking delivery in August. At the time, Rick still owned his Freya 39, the couple co-owned and still co-own the SC 27, and Rick also owned and continues to own Queen Bee, the J/109 that ‘Dr. Laura’ raced out of Santa Barbara before she moved up to a larger boat. Even after they’d sold the Freya — and are now mourning the fact that she caught fire in Ventura under new ownership and was a total loss — we’re still puzzled at their need for three sailboats. Gio and Grant aren’t wealthy, so it can only be that they are degenerate boat junkies. But apparently happy ones — during the course of our conversation at Nuevo Vallarta during the Banderas Bay Regatta, Gio mentioned an interest in finishing off a Northstar 40. “You can’t become stagnant with your boats,” he said in an attempt to explain his thinking.

Anyway, we pressed the pair to come up with seven reasons they like their new Beneteau better than the Freya 39 that Rick had owned for 29 years. Here goes:

1) “The beam is not only much greater — 12’10” versus only 11’3 for the Freya — but on the Beneteau,” says Jan. “most of the beam is carried almost all the way to the transom.” The Freya was a modified double-ended design, so the aft part of the boat was both narrow and pinched. “We can easily seat 10 people in the cockpit of Music, so she’s great for parties,” says Rick. “In addition, she has a great table that’s sturdy enough to stand on.”

2) Music has twin wheels, the only boat in their fleet with that feature. “Rick is always sashaying between the wheels,” Jan laughs. “I do,” Rick admits, “because it gives me the ability to see everything.”

“We also like the swim platform,” says Jan, “as it gives us a place to shower outside, a place to climb back on our boat after swimming, and a place to land fish.” Gio notes that the Freya had rather high freeboard and the sides of the hull were unusually steep, making it necessary to have a ladder to climb aboard after swimming.

It seemed to us that having two wheels and a swim platform aft should count as two separate improvements, but Jan insisted they are both part of Item #2, so we’re going to let it slide this time.
IN WITH THE NEW

3) "There are two great places for a couple to sleep on Music," says Jan. "There is the forward V-berth, which is longer than the one on the Freya, which was a little too short. And there's a queen-size berth aft beneath the cockpit that faces athwartships."

"I can't sleep if a boat is rolling heavily from side to side," says Rick. "but when we're in the aft cabin, the boat rolling side to side means we're rocking fore and aft. I can sleep with that, so yeah, I like having the two sleeping options."

4) "There are lots of places to brace yourself while working in the galley," says Jan. "The Freya wasn't as good in that regard."

5) "Music is very wide amidships down below, too, and has lots of light," says Jan. "But unlike many other modern boats, there are still lots of handholds, so you don't get thrown across the boat."

"The Freya couldn't comfortably accommodate as many people in the salon," adds Rick, "and it was much darker down below. Score two points for Music."

6) "Music has lots of storage," says Jan, moving down the list. "The Freya didn't comfortably accommodate as many people in the salon," adds Rick, "and it was much darker down below. Score two points for Music."

Two wheels on a boat has some advantages for visibility, but it can lead to conflicts about where to go and who is in control.

"We're in the process of winning their class and the Jack 'n Jill division of the Banderas Bay Regatta. "Music's modern sail plan — small fractional jib and big main — combined with her modern underbody, means she really moves," says Jan. It's not surprising that the Beneteau is so much faster than the Freya, given that she displaces 7,000 lbs less than the 24,000-lb Freya, even though she is a foot longer, has a performance fin keel rather than encapsulated 3/4 keel, and has a spade rather than an attached rudder. The Freya initially had a PHRF rating of 138 seconds per mile, which was later upped to 141 seconds per mile. The Beneteau, meanwhile, rates 104 on the Bay, which means she is 37 seconds faster per mile. "What's more," says Rick, "the Beneteau not only gives us a good turn of speed, if we're put in the right class, we have no trouble sailing to her rating."

The Beneteau is a much faster boat than the Freya. This from a couple who had won their division in the Baja Ha-Ha, and were in the process of winning their class and the Jack 'n Jill division of the Banderas Bay Regatta. "Music's modern sail plan — small fractional jib and big main — combined with her modern underbody, means she really moves," says Jan. It's not surprising that the Beneteau is so much faster than the Freya, given that she displaces 7,000 lbs less than the 24,000-lb Freya, even though she is a foot longer, has a performance fin keel rather than encapsulated 3/4 keel, and has a spade rather than an attached rudder. The Freya initially had a PHRF rating of 138 seconds per mile, which was later upped to 141 seconds per mile. The Beneteau, meanwhile, rates 104 on the Bay, which means she is 37 seconds faster per mile. "What's more," says Rick, "the Beneteau not only gives us a good turn of speed, if we're put in the right class, we have no trouble sailing to her rating."
OUT WITH THE OLD BOAT

Music also sails faster with less fuss. Gio had 11 headsails on his Freya — "I was changing them all the time" — before he added roller furling. Music has just a furling 140 and a furling 105 from North Sails, as Rick and Jan passed on the standard suit of sails. They also passed on the standard in-mast main roller furling because it would have added 1,600 pounds, much of it up high. "We're racers," says Jan, "we couldn't have that."

There are, of course, some downsides to the better-performing Beneteau. "We have to put in the first reef at nine to 10 knots," admits Rick. "If it's solid white-caps, we furl the 140 to about a 110. At 20 knots, we have to put in a second reef. But man, we're still doing 7.8 knots! So ultimately, the Beneteau is a much more fun boat to sail than the Freya. And I remember how, when we carried a spinnaker on the Freya and got a puff, the boat would just load up for a long time before turning the force into acceleration. The Beneteau just takes off! Of course, she doesn't take off like my J/109. When you get a puff with that higher-performance boat, your body is pushed back from the acceleration. The problem with the J/109 is that you need to put together eight crew to race her, which is a lot of trouble and requires making lots of sandwiches and buying lots of beer. And you're not racing a 'house' like Jan and I get to do with the Beneteau."

But there's also another price that comes with the much higher performance. "Music is a much more sensitive boat to sail well," notes Jan. "Rick is always asking for the traveller to be brought in or eased out a little." "It's true," says Rick. "Music is such a sensitive boat that when I had Jan ease the traveller down an inch at one point during the race today, there was a marked difference in performance. As soon as the traveller was dropped that tiny bit, the rudder stopped gurgling and we sailed higher and faster." Of course, many sailors probably wouldn't even notice the difference.

"As soon as the traveller was dropped, we sailed higher and faster."

"The final 'other side' of the performance equation is that the Freya was built like the classic brick shithouse," says Rick, "so you could sail her through a gale. But if you lean against one of Music's bulkheads, it gives a little because she's built more lightly. As a result, as with almost all modern designs, you have to know when to throttle back. People should also know that the Freya was not a slow cruising boat. During our Puddle Jump, the folks running the nets took to calling us the 'speed merchants' because we caught up with and passed so many boats. And that was without us ever flying a chute or reefing down
One thing Rick must have forgotten to put on the ‘better than the Freya’ list is that Music has an electric windlass. “No, I didn’t have one on the Freya,” he admits. “He’s a cheap bastard,” Jan laughs.

“My reasoning was that an electric windlass would involve batteries, wires, circuit breakers — things that could go wrong,” says Rick. “I wanted to keep it simple.”

“When we pulled into the Bay of Virgins at Fatu Hiva, it was blowing 50 knots on the nose,” remembers Jan. The only place left to anchor was in 200 feet of water. We put all of our 200 feet of chain out, and it just hung there, perfectly useless. Getting it back up wrecked his back.”

“I was laid up for a week,” Rick admits. “The problem was that I had a 3/8” wildcat and 5/16” chain on the manual windlass, so it kept slipping. In the end, I had to pick up the 200 feet of chain hand over hand.”

For many years Gio didn’t have radar — a common feature on cruising boats — on Gypsy Warrior either. “I didn’t want the draw on electrical supply,” he says. “When I finally did get one, I didn’t use it, so we didn’t put one on Music. On the other hand, we really like our Raymarine instruments and chartplotter. They should have been an item on the list.”

Rick and Jan are also happy with the deal they got on their boat. “We got about $30,000 in extras for free,” says Jan, “stuff like leather, Ultrasuede, and a dodger.” They also got the bigger engine at no extra cost. Rick actually wanted the smaller one. “The boat only has a 53-gallon fuel tank,” he says, “so we’re just going to have to throttle back in order not to burn up all the fuel.”

What don’t they like about their new boat? “My biggest gripe is that the sheet winches are too small,” says Jan. “I’m in really good shape, and they’re too hard to grind.” On the other hand, Rick does like the electric halyard winch. “They didn’t have those when I was building my Freya, and I use it for everything.” Jan and Rick both also think the traveller system could be significantly improved.

Toward the end of our visit, the conversation drifted to the publisher of Latitude being happy with having a boat in a yacht management program in the British Virgins. More on that next month, but when we told them we were still in the black, we should have anticipated Jan’s response: “Gee, maybe Rick and I should invest in a boat in that part of the world.”

— latitude/richard

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As the summer sailing season approaches, sailors naturally begin planning their year. Old salts know the Bay’s hot spots like the back of their sailing glove, and often have their cruises planned well in advance.

But where do you start if you’re new to sailing or to the Bay itself? You could, of course, pick up Carolyn and Bob Mehaffy’s *Cruising Guide to San Francisco Bay*, the rather definitive work on the subject of Bay Area destinations. But for a quick-and-dirty overview of the topic, read on.

While sailing on San Francisco Bay can be a nail-biting, rail-grabbing, screaming-like-a-little-girl experience, cruising on the Bay offers little in the way of variety ... unless you have a sense of adventure and know where to look. The following is a sampling of Bay Area cruising destinations that offer something for everyone. Check it out.

• The City — San Francisco is a premier tourist destination for about a million reasons. Rent a slip at South Beach Marina — or, for yacht club members, coordinate a reciprocal visit at another club — for a fraction of the cost of a hotel room, and play tourist for the weekend.

• South Bay — Go with the flow — or, in this case, the flood — down to Redwood City. Anchor in Redwood Creek or arrange a slip at any one of a number of marinas. Just be sure your depth sounder is in good shape and don’t stray from the channel. Then grab the binos for some world-class bird watching.
Half Moon Bay: 25 miles
San Francisco's Cityfront: 3 miles
South Bay's Redwood City: 25 miles
Oakland's Jack London Square: 10 miles

All distances approximate from the Golden Gate Bridge.

To South Bay

To Half Moon Bay
HOT SPOTS

Treasure Island's Clipper Cove: 7 miles

Angel Island's Ayala Cove: 4 miles

Drakes Bay: 25 miles

Sacramento-San Joaquin Delta: 40 miles

Petaluma: 25 miles

China Camp: 15 miles

To Petaluma, Vallejo, Benicia & the Delta

LATITUDE / ANDY CYNORMAN.COM
BAY AREA HOT SPOTS

• The Estuary — Many marinas on either side of the Estuary happily rent to transients. Catch some live music at Yoshi’s Jazz Club at Oakland’s Jack London Square or explore the Victorian architecture in Alameda.
• Clipper Cove — The entrance to the harbor surrounded by Yerba Buena and Treasure islands can be notoriously thin. Hug the pier as you enter, then make a beeline for the sailing center. At that point, you’re free to anchor where you please, especially now that the cove has been cleaned up (see Sightings).
• China Camp — Excellent holding, combined with warm temps, even in the dead of ’Fogust’; a charming historic village ashore; and 15 miles of groomed trails make this state park a real gem.
• Angel Island — Anchor in the lee of the island for a break from summer’s winds, or stop at the docks in Ayala Cove and spend the day exploring the island’s rich history — on foot, by bike or via a rented Segway. Then move to the mooring field for a ‘night out’. Docking and mooring fees are collected but they give a fantastic return on investment.
• Richardson Bay — Though the inner part of the harbor is a little cramped, the outer part generally offers plenty of swinging room. Better yet, grab a slip at Schoonmaker Point Marina, eat a fantastic meal at Le Garage, then take a romantic walk along the waterfront.
• Petaluma — Visiting the Turning Basin in Petaluma requires setting up a bridge opening, but the payoff is a stay in what many readers consider the “jewel of the Bay.”
• The Delta — With 1,000 miles of navigable waterways, the Delta has much to offer, beyond being a great place to warm up after the Bay’s chilly summer winds. Find a cozy slough, set your bow and stern anchors, string the hammock, and relax.
• Half Moon Bay or Drakes Bay — For those looking for a little more adventure, a few hours on the ocean might just be the ticket. Each spot provides a glut of anchoring room, but only Half Moon Bay has a marina and plenty of shops within walking distance. Drakes is more of a minimalist destination.

There are, of course, many other places to ’cruise’ in the Bay. Pull out your chart and mark the spots you think might make good anchorages. Soon enough, you’ll know the hot spots as well as those old salts — maybe better.

— ladonna

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When we first heard that the Mexican Ocean Racing Circuit was going to be dramatically revamped this year, we were a little skeptical. But last fall, when we saw the list of incentives that the organizers threw into the mix, we started to believe a little bit. There were carrots like free moorage, included dinners for competitors, free lodging for up to six people and free shuttle busses for everyone, plus drastically discounted entry fees for boats meeting the appropriate entry deadlines.

But when we arrived in Puerto Vallarta on February 26, what we’d experience throughout the next week absolutely blew our minds. What was so special? Well, everything happened as promised for starters, and then there were some things that happened that weren’t promised, like Mexican President Felipe Calderón not only welcoming the racers on the first day via VHF, but presenting the brand new Copa México trophy and helping out with Race Committee duty on the final day! The joke of the day? “We can’t even get the mayor to come down to the Rolex Big Boat Series!”

This year’s MEXORC was part of the Nextel Regatta Copa México and produced the winner of its namesake trophy. Given to the overall winner of the four ‘Oceanic’ classes — it was part of a much larger ‘Extravaganza Nautica’ to celebrate Mexico’s bicentennial. Unofficially it was also an attempt to reverse some of the damage that mainstream North American media attention has wrought on the country by focusing on drug wars and swine flu. The Extravaganza also featured a kiting event, run by St. Francis YC Racing Manager John Craig and featuring Bay Area kiters like Chip Wasson, Johnny Heineken, and some of the world’s top kiteboard course racing talent you may have seen at last year’s Worlds on the Bay. There was also an 85-boat Opti regatta and a 55-boat J/24 regatta, all within a two-week span.

With substantial government support — the Mexican Navy used patrol boats as stake boats for the benefit of racers — the event was a pretty big deal, and the shoreside entertainment was way beyond what we’ve ever encountered at a large regatta. The regatta’s home base at Marina Riviera Nayarit in La Cruz de Huanacaxtle was transformed in the weeks leading up to the event. Large areas of land were filled in to create...
Spread — Mark Jones and Mark Howe’s Bay Area-based TP 52 ‘Flash’ storms off the line ahead of John MacLaurin’s Davidson 70 ‘Pendragon VI’, after tactician Jeff Thorpe called a perfect pin-end start; inset, Louis Kruk’s Bay Area-based Beneteau 42S7 ‘Cirque’ runs into the back of a wave.

more real estate, and a hospitality “tent” that looked more like a cross between a Christo art project and the kind of super spendy cocktail lounge we can’t afford to drink in.

Before we got to PV, we’d planned on just boat-hopping throughout the six race days and lay day in between. But we were serendipitously conscripted to sail on the Bay Area-based TP 52 Flash in Class 1, staffed by a full complement of Northern California sailors, and co-skipped for the week by Bay Area sailors Mark Howe and owner Mark Jones. Project manager and tactician Jeff Thorpe of the Bay’s Quantum loft led the group that consisted of Jay Crum, Paul Allen, Dan Malpas, Chris Deaver, Joel Peterson, Ha-Ha XVI vet Rob Walters, rigger Gilles Combrisson, Anthony Murphy, Bill Travis and former Latitude 38 coverboy, bowman Kevin Sullivan.

Bill Turpin’s Northern California-based R/P 77 Akela was fresh off taking the course record in the Vallarta race. The Akela team picked up right where they left off, winning Class 1 in the first race, a bay-traversing windward/leeward for the Governor’s Cup, sailed in a 14- to 18-knot breeze.

In a somewhat rare occurrence, the ORR rating system was used for the regatta. As most boats’ ORR certificates are for offshore racing — where the system is predominately used in the U.S. — the boats’ inshore ratings weren’t on everyone’s minds beforehand, and some boats were still experimenting with optimizing their configuration prior to the start of the first race. The ratings would prove to be the source of quite a bit of debate, as ratings often are. But there were some legitimate gripes throughout the fleet. The most common was that setting the handicap Time Correction Factors before a race meant that they didn’t accurately reflect the conditions. In some cases, your results had been tweaked due to someone’s redress claim in the time-on-time handicapped races. ORR — formerly known as Americap — determines the TCF number based on a wind speed and direction matrix established after the races. US Sailing’s ORR man, Dan
Clockwise from top left — Humpback whales were present all week long; Mexican President Felipe Calderón not only made a welcome address over the VHF at the start of the regatta, he even lent a hand on race committee on the final day; when the prez is in town, the open-house comes with snipers; ‘Medicine Man’ and ‘Akela’ trade jibes; the fantastic jungle outpost at Las Caletas, site of Tuesday night’s mega party; Why are former Bay Area resident Matt Cisceki and former Santa Barbara resident Mark Sims so happy? Not only did the token norteños win the Copa México aboard the Mexican entry ‘Flojito y Cooperando’, but Cisceki got to leave the Parisian winter to come for MEXORC, and the day before Sims came down, he had to drag his snowblower through his Annapolis house to fight the blizzard that was trying to collapse his back deck; ‘Medicine Men’ Keith Ives and Bob ‘I don’t care about the ratings, I just want to go sailing’ Lane; ‘Relentless’ powers upwind; the ‘Barbitos’ gang anointed themselves and anyone within reach with charcoal ‘facial hair’ after much tequila at Las Caletas; the Mexican Navy’s ‘Caudillo’ doing what battlewagons do best; front-to-back are ‘Flash’ crewmembers Kevin Sullivan, Rob Walters, Bill Travis, Gilles Combrisson, Joel Peterson, Anthony Murphy and Dan Malpas; ‘Flash’ co-skipper Mark Howe keeps his eye on the prize; the ‘Flash’ knowledge pool of Jay Crum, Jeff Thorpe, co-skipper Mark Jones, Paul Allen and Chris Deaver keep her ropin’ downwind; the ‘Peninsula Vallarta’ Women’s Sailing Team mistook ‘Flash’ offside trimmer Malpas for Mexican pop star Cristian Castro; ‘Akela’ crewmember and Stockton Sailing Club Delta Ditch Run Czar Bob Doscher, with fiancée Deborah Pate.

Day two was reserved for two eight-mile buoy races. Day three was designated for a pursuit race from about halfway between La Cruz and Paradise Village to a mark off Marietas Island before a half-again-as-long run to Las Caletas, an isolated jungle outpost accessible only by boat in the southern reaches of Banderas Bay. Have you been smacked with a little cognitive dissonance yet? That’d be your
brain saying, "How do you handicap a pursuit race prior to the start when using a rating system dependent on the wind direction and speed and you don’t know what either will be?" Not so well, as things turned out. If we understand correctly, the shot-in-the-dark turned out to be wrong, at least with regard to direction, and probably strength as well. Handicapped using the random-leg TCF for a course with fetches and reaches in addition to beats and runs, the course instead turned out to be a windward/leeward that favored one tack on either leg, but nonetheless involved jibing and VMG sailing downwind. Turns out it probably favored us on Flash as well, because we won. Although we did sail really well in that race, the eventual Class 1 winner — Per Peterson’s Oceanside-based Andrews 70 Alchemy — had to spot us a lead of a minute of a half in conditions where we were definitely advantaged while in the rest of the races we owed them time. Ultimately Nolan and the Race Committee knew that something like this could happen, but when you have such a size and speed disparity, and want to get the entire fleet to one place in a reasonable time window — for a killer party — everyone's got to make sacrifices.

If you're going to win one race at MEXORC, make it the Caletas race. We couldn’t have asked for more beneficial conditions for Flash, and were already passing much of the combined fleet halfway down the run, hooked into the 16 to 20 knots of afternoon seabreeze. After what seemed like too little sailing time — runs go quickly when you’re making something like 14 knots of VMG down the course — we squeaked into Las Caletas in a weakening breeze just a minute or two clear of the fleet. The race, however, was just a prelude to the
This could have ended in tragedy if not for the never-say-die Mexican Navy sailors who kept their dragging ‘Caudillo’ off the rocks at Las Caletas.

were pleasantly surprised when the boat ride turned into an all-hands-on-deck dance party!

After a much-needed lay-day, the sky got a little hazier for the next three days, and the breeze went lighter to boot. It was time for a shortened race to Marietas Island, followed by one more day of buoy racing. The whole affair ended with a reverse-start Gold Cup course that created one of the biggest charley-foxtrots at a reach mark that we’ve ever seen, and was settled on a 70° wind shift that upended the finish order in Class 1.

When the final score was tallied, Thomas Spann’s Farr 40 Flojito y Coopecando took the overall honors and the Copa Mexico trophy, with Alchemy in second and Jack Taylor’s Dana Point-based SC 50 Horizon — second in Class B behind Flojito — in third overall. The ‘10 Nextel Regatta Copa Mexico was a really top-notch affair. There were a few bugs — the final results still haven’t gone up on the MEXORC website, for example — but by and large, for basically starting from scratch, this was an amazing regatta. Start planning for ‘12 — we are...
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CRUISING THROUGH THE CROSSROADS

More than any other place on earth, the Panama Canal is the ultimate maritime crossroads, where ships and boats of all types, from all over the world, converge.

Among the 14,000 vessels that transit 'the ditch' each year, roughly 700 are sailboats, and the majority of those are headed west toward the storied isles of French Polynesia.

Just like the sailors that you've read about previously in these pages who are making the 3,000-mile trek from Mexico to the Marquesas, the salty adventurers who head west from Panama also qualify as Pacific Puddle Jumpers. That's why it was a no-brainer for us to accept an invitation from friends at Panama City's Balboa YC to come down and meet the fleet — or at least part of the fleet.

With westbound sailboats trickling through the Canal daily from November through April, the toughest challenge in planning a Puddle Jump Kickoff Party was picking a date. For lack of a more scientific method, we threw a dart at our calendar, and it landed on March 6. That turned out to be a splendid date, because more than a hundred cruising boats were idling in Balboa anchorages then (on the Pacific side). Many of them were preparing to jump west directly to Polynesia, while others would first visit Ecuador and the Galapagos before crossing to the islands.

Despite giving only about 10 days of advance notice, our little fiesta drew roughly 130 sailors from at least 17 nations — and we hadn't even advertised that we'd be giving away free snacks and beer, or raffling off Tahitian sarongs and black pearls.

Before we tell you about the fascinating contingent of sailors we met at the shindig, allow us to share some impressions about the Republic of Panama today. As important as this vital international transport link is to world commerce, we hear surprisingly little about it in the mainstream press.

By all indications, though, Panama is a country on the move. Not only is a third lane being added to the ditch in order to accommodate more ship traffic, but an enormous container port is being built on the Pacific side. There, cargo unloaded from ships that are too big to transit the Canal will be transhipped north, south and east. The few existing marinas are essentially full, but several more large facilities are supposedly in the planning stages. With the election last year of President Ricardo Martinelli — a no-nonsense businessman who has vowed to root out corruption and deal harshly with drug runners — the place now seems to be a magnet for foreign investment.

Although the outlying areas of the country are still sparsely developed, Panama City, where at least a third of all Panamanians and thousands of expats live, is booming. Glimmering skyscrapers seem to be sprouting up faster than banana plants in the surrounding jungles.

The Canal, after all, is one of the most dependable cash cows in all of the Americas. And while the minimum wage is still less than $1.50 per hour, when you check out any of the city's four enormous shopping malls, it's obvious that there is a burgeoning middle class here.

For sailors traveling across from the Caribbean, up from South America, or down from Central America, the city is the best place for provisioning, facilitat-

Like several of their Aussie countrymen, the Dransfields are cruising their European-bought boat, 'Nika', back to the land down under.

Roughly 400 westbound sailboats pass through the Canal each year. Just past the Bridge of the Americas lies the Balboa YC mooring field.

Our little fiesta drew roughly 130 sailors from at least 17 nations.
ing repairs, or dealing with medical issues for at least 1,000 miles in any direction. And did we mention that the official currency is the U.S. dollar? As you can probably tell, we were impressed.

With the help of our generous hosts, Frank Nitte and Shirley Duffield of the formerly San Diego-based Islander Freeport 36 Windsong, plus Club Manager David Cooper and his staff, our first-ever Panama Puddle Jump Kickoff Party was a huge success. After enduring two long days of jet travel, our long-time French Polynesian event partner, Stephanie Betz, arrived from Tahiti with a truckload of informational brochures and free Polynesian cruising guides, courtesy of Tahiti Tourism, the Papeete Port Authority and other partners.

Once the crowd had viewed our multimedia presentations and picked our brains about everything from immigration issues to the price of wine in Papeete, the entire fleet seemed fired up to make the 4,000-mile crossing, and eager to experience French Polynesia’s treasures.

"Anybody up for a trip to Tahiti?" This diverse group of sailors is definitely rarin’ to go. We’ll recap their passages in the coming months.

The Puddle Jumpers we meet annually in Mexico tend to have a lot in common, as most hail from somewhere along the West Coast of Canada or the U.S. But this gathering of passage-makers was as multinational a group as we’ve seen anywhere. As we got to know them, they revealed a wide range of backgrounds, and shared cruising tales from all over the planet.

Many are already far along on circumnavigations, having set out from homeports in Europe, the East Coast of the U.S., the Caribbean, or South Africa. And few of them seem to be constrained by strict time limits or fixated on following unwavering itineraries.

For example, would-be circumnavigators Neil and Katherine Farley of the Florida-based Paine 48 Attitude had already been meandering for 6.5 years when they arrived at Panama. Keith and Shirley Bowen of the Lavranos 40 The Road have been out 10 years already, but expect to get home to South Africa eventually.

"Each year presents a new canvas on which to paint enduring life experiences," says John Ellsworth of the British Virgin Islands-based Oyster 56 Sea Mist. He, his wife Cheryl, and son Ian are 4.5 years into a 10-year circumnavigation.

Canadians David and Marian Paul
CRUISING THROUGH THE CROSSROADS

are circumnavigating too, but on a decidedly non-linear route. They left Vancouver four years ago and have since been across to Europe and back, having spent two years exploring the Med.

Michael and Jodie Hickam’s proposed itinerary is one of the most unique in the group. After island-hopping through the South Sea islands, they intend to sail their San Francisco-based Gulfstar 47 Savannah across the Pacific to Southeast Asia, then up to the Philippines and China.

Speaking of exploring far-flung destinations, New Zealander Kerri Walker tells us she has been cruising aboard the Westsail 43 Mariposa part-time since she was 15 (initially with her parents, we assume). Since 2004, she’s traveled across the Indian Ocean, around Africa, up the South Atlantic, then spent two years in the Caribbean and Central America with her boyfriend Andrew Tozer along as crew.

Although he doesn’t seem the type to boast about it, Australian John Dransfield has one of the most impressive sailing resumes in the fleet, having campaigned 470s in the Olympics and been three-time world champion in Fireball dinghies. But all that probably seems like a lifetime ago now that he and his wife Helen are deep into the cruising life. Like several other Aussie crews, they bought their nearly new Bavaria 46 in Europe — Croatia, in this case — and are taking their time sailing her home with their kids, Jesse, 9, Zoe, 7, and Tyler, 4, along as crew.

There are plenty of other ‘kid boats’ in the fleet also, including Pickles, Guy and Joanie Moppel’s Ohio-based Trintella 49. Their crew also comes in all sizes: Christopher, 10, Julie, 8, Henry, 5, and William, 4.

And there are singlehanders too, such as San Diego firefighter Vince Wawryzynski of the Morgan 45 Fidelis, who is circumnavigating with a planned stop in Poland to visit his family roots.

As in the past, this year’s fleet is chock full of extremely colorful characters. Now that we’ve made their acquaintance, we hope many of them will share their stories with us (and you) in future editions of the magazine.

We wish them all safe passages, punctuated by grand adventures along the way.

— latitude/andy

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Yacht at Rest, Mind at Ease

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This year I was finally going to follow my own advice and go to the boat show alone. Not that I don’t enjoy poking over new boats with friends, but the boats have never been as interesting as the accessories tents, and even the accessories are not as much fun as the people. Anyone who tags along with me as I chat up all my friends and acquaintances — and I run into another one about every 20 feet — is quickly bored to tears.

I have my own trick for parking, too. About a mile down the Estuary there’s a community sailing center with a big parking lot, and if I get there early, there’s plenty of space. Most of the sailors I know call it beyond pedestrian range, but it’s a nice walk past new urban development and the big Amtrak station.

As I approached the pedestrian overcrossing to the Amtrak platform, I was thinking about how much this part of the waterfront had changed in recent years. The Coast Starlight was in and ’30s big band music played on the PA system. Then my thoughts turned to the late and lamented Metropolitan Yacht Club, one of this waterfront’s defining institutions several decades ago. And then I nearly fell on top of a bicycle that had just emerged from the overcrossing elevator door, pushed by a young woman in a hurry.

“Hey!” I shouted incoherently as I struggled to regain an even keel.

“Sorry! I didn’t, like, see . . . Max!”

It was Lee Helm, a naval architecture grad student at the university. When she’s not windsurfing, I can sometimes talk her into crewing for me.

“Imagine running into you here,” I said. “Did you bike all the way down for the boat show?” I asked.

“ Heck, no. Took Amtrak,” she explained.

“ I thought about that too,” I said, “even though it’s only a couple of stops down the line. But you know, the way they’ve been building high-density developments around the stations, all the easy parking is gone.”

“Infill, Max. Think transit-based infill. Amtrak is bike-friendly. And, like, best of all, they usually don’t even check for tickets if you hop on and off at stations that are close together.”

We walked together toward the show, but when I didn’t see any tents, I thought I might’ve come on the wrong weekend.

“What happened to the accessories tents?”

“No tents this year, Max.”

“No tents?” I was crushed. “What’s the point of having a boat show if all they have on display is boats?”

“Chill,” she reassured me. “Big accessories section this year, inside the old brick-and-mortar bookstore. I mean, it’s a novel concept, but why would anyone go to a store to buy a book?”

“Where are they going to put the seminars?” I asked.

“In the hotel, in actual seminar rooms. The speakers won’t have to, like, wait for freight trains to pass before they can continue their talks.”

I had my discount coupon, but Lee, who had volunteered to put in a couple of hours at some non-profit organization’s booth, was on the free list.

“Let’s go to the accessories area first,” she suggested. “I can leave my bike there.”

“Really? They have bike checking this year?”

“No, but I can leave stuff at the booth I’m volunteering at. It’s an important boat show strategy: Always pick out a friendly booth you can use as home base and storage locker.”

“Good, I’ll leave my coat there, too,” I said.

“I’m not so sure about this new exhibit space,” Lee remarked as we walked into the converted bookstore. “It gives the show a whole new upscale feeling.”

I thought it was a good change. And as usual, within 30 seconds of entering the building, I ran into a friend who works as a rigger at one of the larger chandleries. Since I wanted to talk about replacing my old lifelines, Lee went on to do her booth shift without me while I stayed to talk rigging wire.

“Wire is right out!” said the rigger. “The new offshore regs allow Dyneema — for your boat it would be 4 mm diameter. And it’s easy to splice, too.”

I fondled a sample of the new rope, imagining how my boat would look with high-tech fiber lifelines instead of the traditional white plastic-coated wire.

“The coated stuff is now illegal for ocean racing, and even the grandfathering period has run out,” the rigger continued. “Now the only choices are bare steel wire or Dyneema.”

“I have that on my boat,” said another sailor who was checking out the latest in clew shackles. “Great stuff. Only thing is, it’s hard to see at night.”

“You mean compared to the old-style white plastic coating?”

“No, I dumped that years ago. Fiber is hard to see compared to bare wire, which reflects points of light. Not that it’s really been an issue, but that’s the only downside I’ve found.”

“Hmm. I should probably try a sample before I make a final decision,” I said, and I bought just enough to span one section between the aft side of a lifeline gate and the stern rail.

The show was not at all crowded — Lee and I had arrived early — and even though I like the accessories best, I
thought it would be a good tactic to check out some of the boats before the crowds arrived. But before I could get out of the exhibit hall, I stopped for a chat at my sailmaker's booth, asked three different electronics vendors about an AIS receiver that would talk to my chartplotter, got a quote for a new sail cover from a canvas shop, listened to a sales pitch about replacing my diesel with an electric motor and two tons of batteries, and had a long talk about waterfront politics with the former harbormaster of my marina, now working a smaller venue up the Delta and much happier there.

I never did find the booth Lee was working to drop off my coat. It was almost lunchtime when I finally made it down to the docks.

*Biggest boat first, before it gets crowded,* seemed like a good strategy, so I climbed aboard a very large and opulently appointed cruiser.

Lee had already been there — her trademark, a brochure for her university sailing club — had been conspicuously left on the chart table. I pretended to inspect the joiner work details as if I knew what I was looking at, then made my way to the very spacious aft cabin. Lee was sitting on the aft settee studying a stack of brochures.

"Aha! So there you are. You never did tell me which booth you were working," she said. "Oh, sorry. I totally thought you were right behind me. Come into my office and have a seat. You look as if you can use a break." She was right, and it was a very nice cabin to kick back in, with actual settees on both sides, in addition to the huge double berth. I followed her lead and took the AIS brochures out of my shopping bag to study, as if to justify our use of the cabin.

"Biggest boat first, before it gets crowded," I insisted. "And a great place to rest your feet."

They took us up on our invitation and sank into the other settee with sighs of relief.

"First boat show?" asked Lee.

"How did you know?" asked the woman.

"Wrong shoes," Lee explained. "And you’re collecting brochures from sailing schools."

"Yes, we’re total newbies," confessed the man. "Have you been sailing very long?"

Lee ran down her sailing resume — exaggerating a little just for fun, and I did the same.

"Wow, we’re so impressed!" the woman exclaimed. "Real experts! Which sailing school did you go to for your first lessons?"

"My dad built a boat in the garage." I said. "It was right after the Second Punic War, and no one had even heard of sailing schools back then. They just pushed me out on the lake when I was five years old, and I figured it out from there."

"I joined the college sailing team when I was an undergrad," explained Lee. "Learned to race dinghies first, then windsurfing, so there was, like, never a reason to take lessons, even if I could have afforded them."

"Totally," Lee agreed. "But there are other ways. You could join a university sailing club, for example. You don’t have to be a student or even an alum."

"Uh, how do you know we’re not students?" the young man asked.

Lee ignored that and kept talking. "Or you could buy a small boat and a good book and learn on your own. If there’s, like, one problem with the local sailing schools it’s that they all teach on boats that are way too big."

"Right." I confirmed. "A 14-ft dinghy in 20 knots of wind handles a lot like a 30-ft boat in 40 knots of wind. Except no one will let you go out and practice in 40 knots. You wouldn’t even do that on purpose with your own boat. So the only way to develop those boat-handling skills is on the small boat in 20 knots,"
which you can do almost every day all summer.”

“I hadn’t heard that before,” said the woman. “But I don’t think we’re quite daring enough to strike out on our own in small boats.”

“And we also want to sail to the South Pacific some day,” added her partner, “so we need the instruction on cruising boats. I think we need the guidance of a school.”

“Or a yacht club,” I suggested. “Where do you live?”

It turned out they lived very close to my own club.

“Perfect,” I said. “We have cruises, we have races, we have boring membership meetings, and most important, we have people with boats that need crew. And we have a club full of long-time members eager to help people who are new to sailing. You’ll have your pick of boats to sail on for the beer can races or the overnight cruises.”

Meanwhile Lee had handed them a brochure for her university sailing club. I was caught short without anything to promote my yacht club. So I wrote the club’s website on the back of a business card for them.

“Thanks, we will check out all of this,” they said as they got up to leave the aft cabin.

“And don’t miss all the free sailing ops at the show,” Lee added. “Hang out on the Derek M. Baylis — the designer or the builder is usually there telling sea stories. And try to get a ride on Seaward, if you can find a 10- to 18-year-old to chaperone. Oh, and sign up for those free sails with Discover Sailing. And never turn down a chance to go out for a demo in a small boat.”

“Thanks, all good advice,” the man said as he moved into the passageway.

“Or you could buy a big boat today and enter the Pacific Cup, and race to Hawaii this July.”

This got their attention, and they looked back at Lee for an explanation.

“Entries don’t close for another week,” she explained. “You might be newbies, but there’s a long list of really experienced crew who would like to sail on that race. You could get a whole summer of free lessons.”

“She’s got a point,” I agreed. “One round trip to Hawaii with some old hands to show you the ropes and by next summer you’ll be ready for the Baja Ha-Ha, and Polynesia from there.”

“Intriguing idea,” the man said. “But a little ahead of schedule for us this year.”

“And one more thing that could be very important,” I whispered as I followed them to the main cabin. “If one of you
GETS TAKEN FOR A RIDE

turns out to be picking this up faster than the other, you need to spend some time sailing separately, because you both need to be skilled at being the skipper. Too many sailing relationships get strained to the breaking point because one spouse is always the skipper and the other is always the crew. If you buy small boats, buy two. If you take lessons, take them separately.

Our rest period over, we decided to make our way back to the exhibit area. But on the next circuit around the hall we paid more attention to how sailing is being marketed to new recruits. Sailing schools competed for attention and charter companies made it all look easy. But the champion was a video loop by The Yacht Week, showing their "Official Trailer" for 2010.

"If I can find that on YouTube," gasped Lee. "I am so going to email the link to all my friends. It's so far over the top it's awesome."

"Not a single PFD on any of those bodies," I observed. "Not that anyone would care or notice."

We were about to move on when our new friends from the aft cabin walked over to have a look.

"I suspect that's not what sailing in the tropics is really like," said the man after watching a minute of the promo. "You suspect right," I said. "But stay for the after-party that begins at closing time tonight. Everyone who knows about the topic is invited."

They wrote down the details and were off to absorb more of the show.

"Lee, I'm going to run over to the hotel for a seminar. The Grand Poobah himself is giving a talk about the Baja Ha-Ha!"

"Okay, see you at the party. I might hit you up for a ride home if I miss the last train."

The Baja Ha-Ha talk was great, and the after-party was even better. But my mind kept flashing back to that over-the-top video promotion of a fantasy tropical charter. All the details were wrong, of course. But maybe there was an important element of truth hidden in there after all.

— max ebb

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The season is on! Whether you made one of the fastest trips ever on the ‘10 Vallarta Race, rolled around the Bay observing the Rites of Spring, took a trip around Santa Catalina and San Clemente in the Islands Race, or did a jaunt around the Light Bucket in the Doublehanded Lightship Race, chances are you had fun doing it. There was also plenty going on along the Cityfront this month at the St. Francis YC’s Spring Invitational, and as usual, there are a few Race Notes. It’s only April and the good times are just beginning.

PV ‘10

On hearing that Bill Turpin’s Northern California-based R/P 77 Akela broke Magnitude 80’s Vallarta Race record, we knew it had to have been a fast race. Akela navigator Ernie Richaud — who navigated Mag 80 two years ago when it set the previous record — told us that if Magnitude had sailed this year, they would have broken the record by about 18 hours, in what’s essentially a 3.5-day, 1,000-mile race. Richaud said that other than a 1.5-hour stretch on the first night when the speedo was reading goose eggs, they never saw a parking lot the whole race. In the end, four boats beat the ’08 reference time, and at least that many set boat records for top speeds — Bob Lane’s Andrews 63 Medicine Man hit 29.4 knots!

While Los Gatos-based Turpin and Akela may have won elapsed-time honors, it was Lorenzo Berho’s Kernan 68 Peligroso the race overall. Berho, who previously campaigned his J/145 Raincloud up and down the West Coast of the Americas — including at the Rolex Big Boat Series — pulled off quite a feat. He became the first Mexican entry to win the PV race; it was only his fourth race with the boat since buying her in November.

Per Peterson’s Oceanside-based Andrews 70 Alchemy won Class 2. Tom Akin’s Bay Area-based TP 52 Flash, with a raft of Northern California sailors including Paul Allen, Jay Crum, Campbell Rivers and Quantum Sails SF’s Jeff Thorpe in the nav station, was second in the two-boat division after a hole at the bell Rivers and Quantum Sails SF’s Jeff Thorpe in the nav station, was second in the two-boat division after a hole at the

Jack Taylor’s Dana Point-based SC 50 Horizon won Division 3 — looking like a completely different boat than when Taylor sailed her to a class win in last year’s TransPac — after a major refit at Dencho Marine in Long Beach. Taylor, boat captain John Shampain and Choate styled-out the boat — removing the aluminum toerrail and glassing the hull-deck joint, adding a new carbon wheel, opening the transom, and rewiring 80 percent of the boat. The result proved to be as fast as it is good looking, Taylor said that after their first night, they spent hours averaging 20 knots and topping out at 22, with the most amount of compression between Mag Bay and Cabo.

John MacLaurin’s much-anticipated brand new Davidson 70 Pendragon VI had a less successful trip in what was essentially its shake down race. The bright red boat was having control issues and had to stop in Cabo, where the kelp-cutter slots on the leading edge of the boat’s dual rudders were closed off. Although not a silver bullet, the fix allowed the team to deliver the boat down to Vallarta for MEXORC.

The rumor mill was churning, but we had it from more than a few reliable sources that there was no way to keep the boat on its feet with a kite up and the breeze on. The crew was forced to sail with a number 4 and a reefed main downwind. Although very small in span and chord given the length of the boat, the suspicion was that it wasn’t necessarily the size of the rudders, but rather their placement — way aft and well outboard on the relatively narrow hull with little flare aft and a considerable amount of stern overhang and rocker compared to other hi-performance boats with this setup — that contributed to their issues. The boat was designed with the ability to sail with one or two rudders, and some of the folks we talked to felt that a single rudder tucked farther under the boat would work better. Others weren’t so sure.

On the administrative/support side, the hosting San Diego and Vallarta YCs approached the Mexican Navy for support for the race, and the Navy did them one
had the fun of finally got interesting. Harding buoys, and that's where things all fleets had to go around one of the longer course with a north-south reach. given a two-looper and multihulls get a set and douse, while non-spin boats are given a route with only one tack during a peel when he took this photo. He remarked to the race organizers that he was 'the driest guy on the boat.' We believe him.

better, sending a patrol boat out to man the finish line off Punta de Mita for four days and provide the assistance of their spotlight while escorting the boats into Paradise Village Marina. When all was said and done, the biggest bummer for us and anyone not on one of the 12 boats in the fleet was that we didn’t get to sail! Complete results at: www.sdyc.org/pv

Rites Of Spring

The 58 boats who showed up March 20 for the Oakland YC’s Rites of Spring were rewarded for their efforts with sunshine and breeze into the low-teens at the start of the race. With a start at "E" on the Berkeley Circle, the various fleets went on their separate ways. Spinnaker boats are given a route with only one set and douse, while non-spin boats are given a two-looper and multihulls get a longer course with a north-south reach. All fleets had to go around one of the Harding buoys, and that’s where things got interesting.

"Unfortunately, the Harding Rock area, helped by a 2.5-knot flood, became the star of the day when it decided to have its own little weather system for the racers," said OYC’s George Gurrola. "You could get within 30 yards in great wind, then just stop. You could just get to where you could round it, then get a 40 degree wind shift or lull that put you right back where you started. Both Mike Jackson’s Columbia 5.5 Wings and Dick Johnson’s Cal 29 Nice Turn had the fun of finally rounding it while tracking east with their bows pointing south! At least one other boat wasn’t as lucky and ‘got T-boned by the mark’ when the wind just died. First place in the doublehanded spinnaker division, Kit Wiegman’s Islander 36 Cassiopéa, managed to take it in one pass much to the envy of everyone else."

OAKLAND YC RITES OF SPRING (3/20)

DOUBLEHANDED NON-SPINNAKER

— 1) Cassiopéa, Islander 36, Kit Wiegman/Greg Byrne; 2) Arcadia, Modernized Santana 27, Gordie Nash/Ruth Suzuki; 3) Harp, Catalina 38, Mike Mannix/Lynda Farrabee. (13 boats)

DOUBLEHANDED SPINNAKER

— 1) Rites of Spring — one of the regattas on the Latitude 38 Women’s Circuit. Incidentally, all four have taught at the Island YC’s Women’s Sailing Clinic.
L.A. Harbor breakwater. It then exited Angel’s Gate and headed across the San Pedro Channel, before leaving both Catalina and San Clemente Islands to port. In the process, it spared the 41-boat fleet a beat all the way up from Newport Beach to Pt. Fermin before hanging a left to Catalina. Then, they finished the race at the Pt. Loma Sea Buoy, which spared everyone from having to beat all the way into Shelter Island in light air. Third, limiting the fleet to faster boats and staggering the starts meant that unlike a lot of ocean races, the spread of finishing times was compressed, and everyone made it to the party on Saturday night.

Billed unofficially as “the perfect Cabo tune-up,” the race — brainchild of SDYC Sharon, the race’s high-quality fleet was limited to boats that rate PHRF 80 and under. Granted, neither club had any control over the weather, but for the things they did have control over, they made excellent choices. Scored time-on-time with PHRF-based — but admittedly somewhat arbitrary handicaps — the 129-mile course started just inside the

The Islands Race in pictures — Orange Coast College School of Sailing and Seamanship’s Andrews 80 ‘Magnitude 80’ beats past Ireland... umm, we mean Catalina Island; conditions couldn’t have been more perfect for the beat to the West End of Catalina; Dave Voss’s ‘Piranha’; overall winner Paul Cassanova, left, and organizer Fred Delaney, whose family deeded the Victorian-era ice water kettle for the race trophy, drink Mt. Gay rum from its cups; Steve Beck and owner Ray Godwin keep ‘Temptress’ rolling; Dennis Conner’s CM 60 ‘Stars & Stripes’; the Andrews 39 ‘Bien Roulée’ enjoys a Pt. Loma sunrise; San Diego YC Commodore Bill Campbell and ‘Mag 80’ skipper Brad Avery fight over the elapsed-time trophy; co-organizer Paul Stemler sailed his J/44+ ‘Patriot’ to Division 2 honors.
Staff Commodore Fred Delaney and the NHYC’s Paul Stemler — had it all, a beat, close-reaching and a broad reach to the finish.

Paul Cassanova’s Newport Beach-based SC 50 Flaca, beat Dale Williams’ Bay Area-based Kernan 44 Wasabi — which counted Bay Area sailors Drew Harper and Garrett Woodworth among the mixed NorCal/SoCal crew — by less than four minutes for overall honors.

“These boats are so much fun when they’re doing what they’re designed to do,” Cassanova said.

Cassanova and his team of Crew Chief Ron Wood, Kell Morris, Dave Hopkins, Kelty Lanham, Greg Bobset, and Octavio Arteña were “DFL” at the West End of Catalina, and slowly worked their way up the fleet, never getting farther than 1.25 miles off San Clemente, where they saw breeze to 25 knots. For the run into San Diego, they were regularly hit speeds in the high teens.

A dual citizen, Cassanova — now retired from the Spanish language advertising agency he founded — started sailing in Mexico in his 20s and after a break got back into the sport with a Beneteau 47.7 a few years ago. But he said he hadn’t done his homework when he bought that boat and ended up with the stumpier cruising rig instead of the racer/cruiser version. So last February, he bought Flaca, just in time to finish second in the Cabo Race.

“Flaca,’ is a term of endearment in Spanish,” Cassanova said. “It’s an affectionate term for a woman; if she’s skinny,
you call her flaca, if she’s not, you still call her flaca. The SC 50 is so small for its length, that when I first got on the boat I thought, “where’s the rest of it?”

Next up for the South Bay Yacht Racing Club member — after a few weeks to enjoy the newly-deeded Delaney Family Perpetual trophy, a Victorian-era ice water kettle that’s proven to also serve rum — is this spring’s Cabo race. While retirement has its advantages, it also has some drawbacks: he’ll be bringing the boat home himself.

“My wife said, ‘You’re going to pay someone to bring the boat back? What else do you have to do?’” he laughed.

Division 2 went to Stemler’s cherried-out J/44+ Patriot, finishing some ten minutes clear of the Richey family’s evergreen Choate 48 Amante, which they’ve been sailed flat out for 28 years! Division 3 went to Simon Garland’s Hobie 33 Peregrine, while Ed McDowell’s SC

THE BOX SCORES

**ISLAND YC ISLAND DAYS MIDWINTERS FINAL (6r, 1t)**

**DIVISION A (PHRF ≤ 138)** — 1) Outsider, Azura 310, Greg Nelson, 5 points; 2) Rascal, Wilderness 30, Rui Luis, 6; 3) Audacious, J/29, Scott Christensen, 12. (4 boats)

**DIVISION B (PHRF 168)** — 1) Bewitched, Merit 25, Laraine Salmon, 4 points; 2) Bandido, Merit 25, George Gurrola, 9; 3) My Tahoe Too, Capri 25, Steve Douglass, 11. (5 boats)

**DIVISION C (PHRF 139-180)** — 1) Crazy Eights, Moore 24, Aaron Lee, 4 points; 2) Lelo Too, Tartan 30, Emile Carles, 8; 3) Joanna, Irwin 30, Martin Jemo, 14. (4 boats)

**DIVISION D (PHRF 181+)** — 1) Spitfire, Santana 22, Tom McIntyre, 9 points; 2) Bodrum Sunset, Catalina 27, David Ross, 11; 3) Dominatrix, Santana 22, Heidi Schmidt, 13. (5 boats)

**DIVISION E (NON-SPINNAKER)** — 1) Scrimshaw, Aerion Express 28, Michael Maurier, 7 points; 2) Take 5, Wilderness 21, Roger England, 8; 3) Knotty Sweetie, C&C 32, Martin Johnson, 8. (5 boats)

Complete results at: [www.iyc.org](http://www.iyc.org)

**BERKELEY YC MIDWINTERS SATURDAY SERIES FINAL (4r, 0r)**

**DIVISION A (PHRF ≤ 78)** — 1) Advantage 3, J/105, Pat Benedict, 8 points; 2) Kika, FT 10M, Marc Pinckney, 13.5; 3) Stewball, express 3r, Bob Halford, 14. (10 boats)

**DIVISION B (PHRF 81-105)** — 1) Mintaka 4, Farr 38 M, Greg Grinnell, 6 points; 2) Flexi Flyer, Soverel 33, Mitchell Wells, 8; 3) Baleineau, Ex-

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**GOLDEN GATE YC MANNY FANGLESS SAILING SOUP SERIES FINAL (5r, 1t)**

**PHRF 1 (PHRF ≤ 50)** — 1) Wicked, Farr 36, Richard Courrier, 8 points; 2) Javelin, SC 37, Pat Nolan, 12; 3) War Pony, Farr 36, Mark Howe, 12. (17 boats)

**PHRF 2 (PHRF 51-99)** — 1) Q, Schumacher 40, Glenn Isaacson, 6 points; 2) Yucca, 8 Metre, Hank Easom, 10; 3) Inspired Environments, Beneteau 40.7, Timothy Ballard, 13. (18 boats)

**PHRF 3 (PHRF 100-129)** — 1) Uno-129, Wyliecat 30, Steve Waner, 9; 2) Shaman, Cal 40, Steve Waterloo, 11; 3) Shenanigans, Club 27, Ray Lott, 13. (14 boats)

**PHRF 4 (PHRF 130+) — 1) Arcadia, Modernized Santana 27, Gordie Nash, 5 points; 2) La Paloma, IOD, James Hennefer, 6; 3) Topcat, Nonsuch 30, Sal Balistreri, 15. (12 boats)

**CATALINA 34 — 1) Casino, Bill Eddy, 5 points; 2) Queimada, David Sanner, 9; 3) Wind Dragon, Dave Davis, 13. (9 boats)

**KNARR — 1) Knarr 134, J. Eric Gray, 7 points; 2) Flyer, Chris Kelly, 7; 3) Narcissus, John Jencks, 12. (8 boats)

**FOLKBOAT — 1) Polperro, Peter Jeal, 7 points; 2) Thea, Chris Hermann, 8; 3) Freja, Tom Reed, 11. (9 boats)

Complete results at: [www.ggyc.com](http://www.ggyc.com)

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**WEED SOUP SERIES FINAL (5r, 1t)**

**GOLDEN GATE YC MANNY FANGLESS SAILING SOUP SERIES FINAL (5r, 1t)**

**DIVISION A (PHRF < 138)** — 1) Outsider, Azura 310, Greg Nelson, 5 points; 2) Rascal, Wilderness 30, Rui Luis, 6; 3) Audacious, J/29, Scott Christensen, 12. (4 boats)
finished off the podium, but after a race that good, it was a little easier to deal with. The race was the first in a series of three that constitute the inaugural Ullman Sails Offshore Championship. Next up is Cabrillo Beach and Dana Point YC’s Around Catalina race at the end of May. The final installment is the Santa Barbara-King Harbor Race. For more on the series, check out www.ullmansailswestcoast.com/USOFFSHORE-home.html. For full results, check out: www.islandsrace.com.

To The Light Bucket!
The Island YC’s Double-handed Lightship race went off on March 13, but not without a hitch. The 42 starters were rewarded for their efforts with a spinnaker run in 10 knots of easterly out to the Light Bucket, where they found a transition zone that mired the fleet in a hole until the 15-knot westerly filled and sent everyone back in on a joyride.

Emma Creighton and Trevor

fantastic race due in no small part to the people aboard. They included Ullman Sails Newport Beach’s Steve Beck, owner of the Andrews 43 Calzoots, Kerry Deaver, and Long Beach trimmer Mike Lamb. Also aboard were John Turpin—who run everything from the foredeck, to the table, not to mention the galley — and Bruce Bennett, a veteran of the ’65 TransPac aboard Ticonderoga. We


ULTIMATE 20 — 1) UFO, Trent Watkins, 9 points; 2) Salsa, Matt & Steve Borough, 10; 3) Layla, Tom Burden/Trish Sudell, 14. (8 boats)

DIVISION C (PHRF 108-168) — 1) Cloud, Dave Lyman, 6.5; 2) Triton, Tim Peterson, 8; 3) Catan, Javier Jerez, 7.5. (2 boats)

DIVISION D (PHRF 171-198) — 1) J/24, John Guilford, 5 points; 2) Latin Lass, Catalina 27, Bill Chapman, 10; 3) Toucan, Albin Vega 27, Robert Arthurs Jr., 16. (6 boats)

COLUMBIA 5.5 METER — 1) Spirit of Freedom, 5.5; 2) Edge, 5.5; 3) Seabiscuit, Newport 30 MK. II, Donn Guay, 9; 3) Joanna, Irwin 30, Martin Jemo, 13. (5 boats)


BERKELEY YC MIDWINTERS SUNDAY SERIES FINAL (5r, 0t)

DIVISION 1 (PHRF < 99) — 1) Sweet Okole, Farr 36, Dean Treadway, 7 points; 2) For Pete’s Sake, Ultimate 24, Peter Cook, 10; 3) Flexi Flyer, Soverel 33, Mitchells, 13. (8 boats)

OLSON 30 — 1) Hoot, Andrew Macle, 4 points; 2) Corsair, Don Newman, 11; 3) Voodoo Child, Charles Barry, 11. (4 boats)

DIVISION 2 (PHRF 102-177) — 1) Twoirratio-nal, Moore 24, Anthony Chargin, 10; 2) Iwishwasawabbit, Moore 24, Pete Rowland, 10; 3) Grun-tled, Moore 24, Simon Winer, 12. (7 boats)

DIVISION 3 (PHRF 180+) — 1) Alpha, Islander 30-2, Larry Telford, 4 points; 2) Latin Lass, Catalina 27, Bill Chapman, 10; 3) Toucan, Albin Vega 27, Robert Arthurs Jr., 16. (6 boats)

The St. Francis YC’s Spring Dinghy Invitational drew seven fleets, one of which was the rapidly growing, and very rapid, Wetas which fielded six boats.


OAKLAND YC SUNDAY BRUNCH SERIES FINAL (5r, 1t)

PHRF ≤ 150 — 1) Crazy Eights, Moor 24, Anne Lee, 5 points; 2) Tazl, Express 27, George Lyttocn, 10; 3) Spirit of Freedom, J/124, Bill Mohr, 11. (6 boats)

PHRF 151-200 — 1) Cal 20, Tina Lundh, 11; 2) Auggie, Santana 22, Sally Taylor, 8; 1) Ruth E, Catalina 27, Bill Davidson, 8 points; 3) Double Play, Yankee 30, RDK Partners, 12. (6 boats)

Non-SPINNAKER — 1) Friday’s Eagle, Catalina 30, Mark Hecht, 7 points; 2) Seabiscuit, Newport 30 MK. II, Donn Guay, 9; 3) Joanna, Irwin 30, Martin Jemo, 13. (5 boats) Complete results at: www.southbeachyc.org

SEQUEOIA YC WINTER SERIES FINAL (5r, 1t)


Non-SPINNAKER — 1) Linda Carol, Catalina 320, Ray Collier, 5 points; 2) Sweet Pea, Islander 30, Tim Peterson, 8; 3) Iowa, Hunter 380, Rick Dalton, 10. (5 boats)

Complete results at: www.berkeleyyc.org
mer correcting out to overall honors with Great White in second and Pocket Rocket third, for a Richmond YC clean sweep.

“We set a kite at the bridge and carried it to the first buoy, staying in the center channel,” Krasner said. “We’d planned to go south but we couldn’t because there was a big ship in the way. We caught up to Great White and rounded the buoy first. On the way back in we were above Bonita and stayed to the north side of the channel. We beat two of the best ladies out there.”

The win was the first biggie for Krasner — a regular aboard Dave Rasmusen’s Synergy 1000 Sapphire — since buying the boat in ’01. Unfortunately he didn’t have much to celebrate about the next day, as someone who’s got a lot of bad karma coming his way stole Krasner’s outboard the night after the race!

Out of the 42 starters, 11 retired due to lack of breeze at various points in the transition; one was DSQ’d for rounding the Light Bucket the wrong way.

It wasn’t an easy race from the perspective of the Race Committee, either. The Committee met with the Coast Guard on March 12, and learned that morning that they’re mandating that any ocean racer from here on out be equipped with an EPIRB,” said the club’s David Ross. “The EPIRB mandate caught us off-guard, to say the least, resulting in a flurry of phone calls to participants and the creation of a new, alternate, 18-mile mostly in-the-bay course added to our SIs at the 11:58th hour, as well as a new ‘Non-EPIRB’ division sailing in the Bay from ‘X’ to the Pt. Bonita Buoy — not in the area determined to be ‘offshore’ by the Coast Guard — Southampton Shoal, and back to ‘X’ for a total of 18 miles.

“The Coast Guard was quite gracious and cordial when we met with them — their whole approach was safety-oriented, and focused on their desire to be able to respond to an emergency as quickly as possible . . .” Ross said. “Many of the entrants wound up borrowing EPIRBs and we emailed VTS a spreadsheet of which EPIRBs were on which boats. Others purchased them within about 12-18 hours of the start! A few places rent EPIRBs, notably Sa’s Inflatables in Alameda, and West Marine.”

As with any new requirements, the EPIRB requirement — a standing mandate from OYRA beginning this year — will take some getting used to. A lot of people will say, “But how long have we
been doing just fine without one?” And they’re right. But at the same time, this technology is now more widely available and less expensive than it’s ever been and there’s no reason not to adopt it. If there’s anyone in your life, or in your crew’s, who depends on yours or theirs, Seatbelts, anti-lock brakes and airbags were at one time all big-ticket, optional items in a new car. Now, does anyone think twice about them? Just like seatbelts, ABS and airbags, an EPIRB might not save you, but at least it gives you and the Coast Guard a chance of finding each other should something go wrong. Better yet, get a GPS-enabled unit and you’ll increase your chances even more.

ISLAND YC DOUBLEHANDED LIGHTSHIP (3/15)

OVERALL — 1) Wetsu, Express 27, Phil Krasner; 2) Great White, Express 27, Rachel Fogel; 3) Pocket Rocket, Mini, Emma Creighton; 4) El Raton, Express 27, Ray Lotto; 5) Desperado, Express 27, Mike Bruzzone. (42 boats)

MULTIHULLS — 1) Origami, Corsair 24, Ross Stein; 2) Tatiana, F-9 RX, Urs Rothacher; 3) Flip 'N Fly, F-9A, Bob Bridenbaugh. (6 boats)

DIVISION B (PHRF ≤ 80) — 1) Twist, J/120, Timo Bruck; 2) Tivoli, Beneteau 42.7, Torben Bentsen; 3) Ohana, Beneteau 45.5, Steve Hocking. (7 boats)

DIVISION C (PHRF 81-129) — 1) Pocket Rocket; 2) Dragonsong, Olson 30, Sam McFadden; 3) Vitesse Too, Hobie 33, Grant Hayes. (10 boats)

DIVISION D (EXPRESS 27) — 1) Wetsu; 2) Great White; 3) El Raton. (9 boats)

DIVISION E (NON-EPIRB) — 1) Arabsella, Alerion Express 28, Harry Allen. (2 boats, 1 finisher)

Complete results at: www.iyc.org

St. Francis Invitational

EXPRESS 27 — 1) Witchy Woman, Iom Jenkins, 9 points; 2) El Raton, Ray Lotto, 15; 3) Xena, Mark Lowry, 17. (9 boats)

FOLKBOAT — 1) Frihed, Bill Madison, 9 points; 2) Polperro, Peter Jeal, 9; 3) Filur, Fred & Hillary Anderson, 14. (9 boats)

KNARR — 1) Flyer, Chris Kelly, 9 points; 2) Kraken, Risley Sans, 9; 3) Benino, Mark Dham, 13. (7 boats)

MELGES 24 — 1) Smokin', Kevin Clark, 4
THE RACING

points; 2) Bones, Robert Harf, 10; 3) Practice Girl, Christopher Farkas, 14. (5 boats)

MOORE 24 — 1) Banditos, John Kernot, 20 points; 2) Flying Tiger, Vaughn Seifers, 21; 3) Ab-
sinthe, Dan Nitake, 23. (21 boats)

ST. FRANCIS YC SPRING DINGHY INVITATIONAL (3/13-14, 6r, 1t)

29er — 1) Julia Paxton/Patrick Tara, 9 points; 2) JP Barnes/Duncan Swain, 14; 3) Antoine Screve/
James Moody, 17. (10 boats)

505 — 1) Howie Hamlin/Andy Zinn, 5 points; 2) Mike Holt/Cari Smit, 9; 3) Aaron Ross/Rob Water-
man, 15. (7 boats)

FINN — 1) Iain Woolward, 13 points; 2) Vladimir Butenko, 14; 3) Forrest Gay, 17. (7 boats)

FLYING DUTCHMAN — 1) Zhenya Kirueshkin-
Stepanoff, 5 points; 2) Buzz & Taylor Ballenger, 13; 3) Mike Meszaros, 13. (6 boats)

LASER RADIAL — 1) Trevor Rowderer, 11 points; 2) Mark Halman, 18; 3) Dominique Ber-
trand, 21. (9 boats)

LASER FULL RIG — 1) Peter Phelan, 5 points; 2) Steve Bourdow, 11; 3) Drake Jensen, 15. (12
boats)

WETA — 1) Bob Hyde, 8 points; 2) Dave Bern-
tsen, 9; 3) Paul Heineken, 14. (6 boats)

ST. FRANCIS YC SPRING ONE DESIGN INVITATIONAL (3/20-21, 5r, 0t)

J/120 — 1) Mr. Magoo, Steve Madeira, 11

points; 2) Chance, Barry Lewis, 14; 3) Grace
Dances, Dick Swanson, 17. (7 boats)

EXPRESS 37 — 1) Eclipse, Mark Dowdy, 9
points; 2) Golden Moon, Kame Richards, 11; 3) Elan, John Kernot, 17. (6 boats)

Complete Results at: www.stfyc.org

Race Notes

Northern California Cats Attack Jaguar Series — After four regattas, Bay Area sailors Peter Vessella, Tracy Usher and John Callahan took home the prize for top all-amateur team at the 64-boat '10 Etchells Jaguar Series on Biscayne Bay Florida March 19-21. Finishing fourth overall at the conclusion of the final installment of the four-regatta series, the trio — who won the first event, the Piana Cup, back in December — beat some of the class’s top pro talent as well as the rest of the all-amateur fleet with Vessella’s Fleet 12-based Mahataga.

Bay Area product Jeff Madrigali and Coronado-based pro Willem Van Waay and East Coaster Becky Nygren teamed up with Jeff Siegel to win the regatta and the series by a solitary point on the final day of racing. This was Siegel’s first in the series after a number of near-wins.

The Bay’s Bill Barton, godfather of...
the Fleet 12, sailed with his out-of-town program, finishing 15th for the regatta. You’ll find complete results at www.etchellsfleet20.org/jag.

Time Trial Anyone? — While the details have yet to be finalized, keep an eye on the Bay Area Multihull Association’s website at www.sfbama.org/racetrack for more on a novel new approach to performance assessment and competition on the Bay.

‘BAMA is planning to launch ‘The Racetrack’ this month, a 13.5-nm central Bay course with five mark roundings, beats, reaches, and runs,” said member Ross Stein. “The idea is that anyone can run it whenever they want and as many times as they like. Only their best time is used for the final scores at the end of the season. To race, they just turn on their GPS and later upload their track to BAMA. Then they can watch their track against all others in GPS Active Replay or Kattack, which the BAMA fleet already uses for races we sail.

‘Rather than a simple windward-leeward course, we wanted to make it as scenic as possible, give mark rounding practice, and include close and broad reaching and spinnaker gybe marks. The goal is to get people out who are anxious about racing. We think fear of close contact is a key issue that keeps people from coming out. . .’

The association has yet to determine whether it will be available to non-multihullers, but we vote ‘yes!’

The Young and Unintimidated — The West Coast’s only big-boat College Sailing regatta, the Harbor Cup, drew 10 teams from around the country for three days of racing in Long Beach March 12-14. USC's team, led by senior Chris Vetter, won only 1 of the ten races, but never scored anything worse than a sixth in taking the regatta with a five-point margin over runner-up Cal Maritime and skipper John Gray.

Only Vetter and trimmer Andrew Nunn will graduate this year; the rest of the crew will be intact, with bowman Alex Brock Kraebel, floater Maddie Thompson, pitman Erik Samuels, main trimmer Kelsey Rupp and trimmer Danny Kivlovitz all returning. Sponsored by the Port of Los Angeles, with Cal Maritime as the inviting school and the Los Angeles YC as the host, it’s turned into a must-do on the relatively small circuit of collegiate big boat regattas.

Insult to Injury — In what has to be one of the most saddening developments to date in the ’09-’10 Clipper ‘Round the World Race, our namesake boat California was dismasted March 21 evening some 1,800 miles from the Bay.

The dismasting may have a silver lining. The start date for the next leg of the race may be pushed back, which might mean more time for the teams here in San Francisco. Look for updates at www.clipperroundtheworld.com.

Finally — A group of Bay Area sailors — Erik Simonson, Sergei Leonidov, David Nabors and Kurt Lahr — has put together a new online forum where sailors from all over the country are starting to congregate. You can find it at http://www.pressure-drop.us/forums/forum.php.
Meet the Charter Fleet:
A Wealth of Bay Sailing Options

Even if you own your own boat and absolutely love sailing her, there are certain times when you might be in need of a boat with distinctly different characteristics. That’s when the Bay Area’s vast fleet of (drive-it-yourself) bareboats and fully crewed charter yachts — all listed here — will come in handy. We encourage you to peruse these listings now and save them for future reference.

And if you don’t own a boat yet, accessing this fleet can mean the difference between wishing you were out on the water and actually being there, booming along under a fresh breeze with spray flying and sun on your cheeks.

As you’ll learn in these pages, the Bay Area charter fleet encompasses boats of all sizes and descriptions, with professional crews and shore staff eager to serve you.

Bareboats — There are roughly 220 bareboats available for rental here in the Greater Bay Area, but the businesses that manage them are not simply rental agencies. Almost without exception, the boats listed below are offered by sailing schools — usually called ‘clubs’ — which offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don’t have to be a member of the club to rent a boat, although nonmembers will pay somewhat higher rental prices.

The first time you charter with a company you will probably have to get checked out by their staff so they’ll feel confident that you’re not going to run the pride of their fleet into a supertanker. Our advice concerning check-outs is to drop by the rental outfit a few days ahead of time and get ‘signed off’, so you won’t cut into your precious charter time on a busy weekend.

Beyond rental discounts, there’s usually added value to club membership such as dockside barbecues; ‘social sails’, where everyone pitches in a few bucks to cover costs; and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere.

For folks who don’t own a boat and/or who don’t have close friends interested in sailing, joining a club is a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through the hierarchy of classes. And the natural camaraderie that comes with shared activities on the water often spawns lasting friendships.

Even if you already own a boat or have access to a friend’s, the Bay’s fleet, with its wide variety of boat types, can be a valuable resource. Suppose, for example, that you go out racing often with friends, but you rarely get time on the wheel.

**BAY AREA BAREBOATS**

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the principal companies (listed alphabetically). We’ve attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

<table>
<thead>
<tr>
<th>Sail &amp; Description</th>
<th>Club Name</th>
<th>Contact Info</th>
<th>Website</th>
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<tbody>
<tr>
<td>Hunter 33 (3) 30’ - 40’</td>
<td>Club Nautique</td>
<td>Sausalito, Alameda (800) 343-SAIL</td>
<td><a href="http://www.clubnautique.net">www.clubnautique.net</a></td>
</tr>
<tr>
<td>Dufour 36 (2) 30’ - 40’</td>
<td>Colgate 26 (7)</td>
<td>AL, SA</td>
<td><a href="http://www.sailing-jworld.com">www.sailing-jworld.com</a></td>
</tr>
<tr>
<td>Caliber 36 (3) 31’ - 35’</td>
<td>Hunter 290</td>
<td>AL</td>
<td><a href="http://www.modernsailing.com">www.modernsailing.com</a></td>
</tr>
<tr>
<td>Jeanneau 40 31’ - 35’</td>
<td>Hunter 31 (8) 30’ - 35’</td>
<td>AL, SA</td>
<td>Monterey Bay Sailing</td>
</tr>
<tr>
<td>Gib Sea 43 30’ - 35’</td>
<td>Jeanneau 32 (2) 30’ - 35’</td>
<td>AL, SA</td>
<td><a href="http://www.oceansailing.com">www.oceansailing.com</a></td>
</tr>
<tr>
<td>Hunter 49 31’ - 40’</td>
<td>Hunter 326</td>
<td>AL</td>
<td>OCSC</td>
</tr>
<tr>
<td>Jeanneau 50 DS 30’ - 35’</td>
<td>Yamaha 25</td>
<td>31’ - 40’</td>
<td>Berkeley (800) 223-2984</td>
</tr>
</tbody>
</table>
Renting a bareboat is the perfect solution for honing the full range of skills. Chartering a large, fully equipped bareboat in the Bay Area can also help you prepare for your dream trip to some tropical sailing venue. Once you’ve taken total responsibility for a big boat in Bay waters — including anchoring practice — you’ll be able to step aboard a bareboat anywhere with confidence in your abilities — as opposed to the angst brought on by trying to fake it.

Likewise, if you’re thinking of buying a boat of your own, there’s no better way to scrutinize the differences between popular makes and models than by personally sea-testing them before you commit.

### Crewed Charter Vessels

The vessels listed in this section are accessible to folks of all ages, with no sailing skills required whatsoever, as their charter prices include professional crew.

Even if you are a long-time sailor with your own fleet of sailing craft, there are special circumstances when chartering one of the vessels listed here might be the perfect solution to a particular challenge. Suppose, for example, you have a slew of relatives coming in from out of town for a wedding or reunion, and you’d like to show them around the Bay aboard a classier boat than your beat-up old daysailor with the nonfunctional

### NONPROFIT ORGANIZATIONS

Cal Sailing Club
www.cal-sailing.org

Sailing Education Adventures
(415) 522-8199
www.sfsailing.org

### Pacific Yachting/Sailing

Santa Cruz
(831) 423-SAIL (7245)
(800) 374-2626
www.pacifictous.com

| 30’ & UNDER | Santa Cruz 27 | Catalina 28 | C&C 30 [30’] |
| 31’ - 35’ | Beneteau 31 | Catalina 31 | Catalina 32 (3) |
| 36’ - 40’ | Beneteau 36 | Hunter 36 | Catalina 35 |

### Tradewinds Sailing School & Club

Pt. Richmond (510) 232-7999
www.TradewindsSailing.com

| 30’ & UNDER | Capri 22 (7) | Ericsson 27 | Catalina 270 |
| 31’ - 35’ | Beneteau 323 (2) [33’] | Beneteau 31 | Cal 31 (3) |
| 36’ - 40’ | Beneteau 343 (2) [35’] | Catalina 34 (2) | Hunter 356 [35’] |
| 31’ - 35’ | SantaAnna 22 (3) | Catalina 27 (3) | Hunter 33 |

### Spinnaker Sailing of Redwood City

(650) 363-1390
www.spinnakersailing.com

| 30’ & UNDER | Viper 640 [21’] | Ultimate 20 | Ultimate 24 |
| 31’ - 35’ | Santana 22 (3) | Catalina 31 | Catalina 35 |
| 36’ - 40’ | Beneteau 393 (3) | C&C 40 |

### Nonprofit Organizations

Cal Sailing Club
www.cal-sailing.org

Sailing Education Adventures
(415) 522-8199
www.sfsailing.org

| 30’ & UNDER | Catalina 17.5 (4) | Santana 525 (2) [25’] |
head. Instead, why not charter one of these well-kept multi-passenger vessels, where the pampering service of a professional crew will allow you to sit back, sip champagne and play tour guide.

Similarly, when your coworkers are scratching their heads trying to come up with an original plan for the annual office party, you'll be a hero when you introduce them to the idea of an exhilarating Bay cruise aboard one of these comfy sailboats — rather than a boring motor yacht. Guests who care to pitch in with the sailing chores are usually welcome to lend a hand, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area’s fleet of fully crewed charter vessels breaks down into two principal categories: ‘Six Pack’ boats, which are licensed to charter with up to six passengers for hire, and ‘Multi-Passenger Vessels’ (technically called Inspected Vessels). In many cases these can legally carry up to 49 passengers.

We’ve attempted to be as comprehensive and up-to-date as possible in these listings. We regret any errors or omissions.

‘Multi-Passenger’ Vessels (7+)
(In alphabetical order.)

**Argosy Venture:** One of the largest and more unique yachts in Northern California, this 101-ft Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her gleaming brightwork and period styling make her an eye-catching sight when she roars across the Bay at 12 knots.

**Adventure Cat I:** A familiar sight on the Bay, this 55-ft catamaran was custom-built specifically for chartering here. Definitely one of the fastest local charter boats, she’s been clocked at 20 knots with a full complement of passengers aboard. Guests can choose to ride on the open-air trampoline, forward, or within the sheltered salon.
  - Carries up to 48 passengers.
  - Berthed at Pier 39, Dock J, in San Francisco.
  - Available for scheduled sails daily (individually ticketed), private group charters and special events, including weddings, whale watching and corporate programs.
  - (415) 777-1630 or (800) 498-4228; sharon@adventurecat.com; website: www.adventurecat.com

**Adventure Cat II:** Designed by cat connoisseur Kurt Hughes, *Adventure Cat II* was launched several years ago.

**Bay Lady:** At 90 feet in length, *Bay Lady* is the largest Coast Guard ‘certified’ traditional sailing vessel on the West Coast. Licensed to carry up to 80 passengers, she holds the second-largest capacity of any sailing charter vessel in the region. *Bay Lady* was built of steel in New England specifically for the charter trade. Her design combines modern strength and safety features with an old-time sail plan — she carries great

---

**Cat Ballou:** Originally a Caribbean charter yacht, this sweet-sailing Catana 42 catamaran joined the Bay Area charter fleet after owner Chuck Longanecker upgraded her substantially during an extensive refit. Chuck is a management consultant by trade, and specializes in teambuilding and private charters.
  - Carries up to 12 passengers.
  - Berthed at Schoonmaker Marina. 

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**Bay Wolf:** This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.
  - Certified for 80 passengers (most comfortable with about 70).
  - Berthed at South Beach Harbor, San Francisco.
  - Some scheduled sailings (individually ticketed), private group charters, offshore charters (such as to Monterey) and special events including corporate and baseball parties to McCovey Cove.
  - (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com

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The steel schooner ’Bay Lady’ carries 80.

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‘Bay Wolf’ is a former offshore racer.

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‘Bay Lady’ is a rare classic.

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'Argosy Venture' is a rare classic.

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**Cat Ballou:** Originally a Caribbean charter yacht, this sweet-sailing Catana 42 catamaran joined the Bay Area charter fleet after owner Chuck Longanecker upgraded her substantially during an extensive refit. Chuck is a management consultant by trade, and specializes in teambuilding and private charters.
  - Carries up to 12 passengers.
  - Berthed at Schoonmaker Marina.
conservation educational cruises and sunset ‘wine and cheese’ cruises with Monterey Bay Aquarium, Tues-Sun throughout the summer. Also available for marine research, custom group charters, including corporate events (educational and naturalist service available at no additional cost).
- (831) 818-6112; email: captain@sealifeconservation.org; web: www.sealifeconservation.org.

For Monterey Bay Aquarium trips call (800) 756-3737.

Gas Light:

Designed by Carl Schumacher and built by master shipwright Billy Martinelli, this beautifully crafted 50-ft schooner is reminiscent of the days when hay and produce were brought down Bay Area rivers to market under sail, aboard similar scow schooners. Her main cabin is spacious and bright, while her broad decks make it easy to mingle during a party cruise, and she heels only minimally.
- Carries up to 49 passengers (ideal with 25-35).
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters and special events including corporate meetings and teambuilding. Kids’ groups welcome.
- (415) 331-2769 or (415) 601-1957; email: gaslightcharters@hotmail.com; website: www.gaslightcharters.com.

Nehemiah:

Among the things that make this classic wooden ketch unique in the Bay’s charter fleet is the fact that she has circumnavigated — twice — under previous owners.
- Her current use is also unique, however. Capt. Rod Phillips and his wife, ‘Admiral’ Joni, enjoy doing Bay charters for the general public, which finance their true passion, youth sail training — particularly for ‘at-risk’ youth. Solidly built and traditionally rigged, she is an ideal platform for hands-on training, as well as pleasure sailing. A lifelong mari-
- Certifi ed for 42 passengers — probably the only O/I 51 that is.
- Berthed Pelican Harbor, Sausalito.
- Available for corporate events, private charters, weddings, ash scatterings, teambuilding sails, and Angel Island BBQ sails. Occasional scheduled sails (individually ticketed) such as Friday night sunset sails and full moon cruises (see website for schedule).
- (800) 849-9256 or (415) 331-2919; email: captpam@sailsfbay.com; website: www.sailsfbay.com.

Derek M. Baylis:

Named after a famous Bay Area yachtsman, this distinctive 65-ft cat ketch was built specifi cally for conducting ocean research and marine education, and is operated by the nonprofit Sealife Conservation organization. Tom Wylie designed her to be an “environmentally friendly way to keep up with whales and other marine life without using an engine.”
- Carries up to 49 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters and special events including corporate meetings and teambuilding. Kids’ groups welcome.
- (415) 331-2769 or (415) 601-1957; email: gaslightcharters@hotmail.com; website: www.gaslightcharters.com.

Glory Days:

This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the few professional fe-
- Certifi ed for 42 passengers — probably the only O/I 51 that is.
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- Available for corporate events, private charters, weddings, ash scatterings, teambuilding sails, and Angel Island BBQ sails. Occasional scheduled sails (individually ticketed) such as Friday night sunset sails and full moon cruises (see website for schedule).
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- Carries up to 49 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters and special events including corporate meetings and teambuilding. Kids’ groups welcome.
- (415) 331-2769 or (415) 601-1957; email: gaslightcharters@hotmail.com; website: www.gaslightcharters.com.

Glory Days:

This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the few professional fe-
ner, Rod also captains S.F. Bay ferries.
• Carries up to 33 passengers.
• Berthed at Richmond’s Marina Bay.
• Available for youth sail training, scheduled sails (individually ticketed) and private charters.
• (510) 234-5054; email: captain@sailingacross.com; website: www.sailingacross.com

Privateer: This roomy Islander Freeport 41 cutter ketch reaches 10 knots under all four sails. She has teak decks, finely varnished trim, and many bronze fittings. Originally built for the drummer of the band Journey, she is a high class sailing yacht converted to a perfect party sailboat. With her full keel, she is extremely comfortable to sail.
• Certified for 28 passengers.
• Berthed at San Francisco’s Pier 39
• Specializing in scheduled 90-minute Bay sails (individually ticketed) and scheduled sunset sails (see website for schedule). Also available for private charters, including corporate events.
• (415) 378-4887; email: erik@sailsf.com; website: www.sailsf.com

Ruby: At 64 feet in length, this double-ended steel sloop has been a familiar sight on the Bay for as long as we can remember. In fact, Ruby has been chartering longer than any other boat on the Bay — 27 consecutive years. She’s also become a landmark at her San Francisco Boat Works homeport, adjacent to The Ramp restaurant. Owner/skipper Josh Pryor designed and built herself back in the ‘70s with thoughts of long-distance cruising, but once he started chartering her, he discovered that both he and she were well suited to the business. In addition to scheduled sailings, she does a variety of special charters — one of the most memorable was when The Playboy Channel brought a dozen bunnies aboard years ago for an Opening Day photo shoot in the waters off what is now AT&T Park.
• Carries up to 31 passengers.
• Berthed at The Ramp restaurant, foot of Mariposa St., San Francisco.

The custom steel sloop ‘Ruby’.
• Available for lunch and evening sails daily (individually ticketed), private group charters, and special events including corporate functions and ash scatterings.
• (415) 861-2165; email: rubysailing@sbcglobal.net; website: www.rubysailing.com

Seaward: Originally based in Boston, this 82-ft staysail schooner has a different focus from most others. During the spring, summer and fall her primary function is running hands-on sail training for Bay Area youngsters, which is partially funded by adult sail training and private charters. When winter approaches, she heads for the sunny latitudes of Mexico, where she offers a series of programs which combine education in traditional seamanship, study of the marine environment, and fun in the sun. She is owned and operated by the nonprofit Call of the Sea organization.
• Carries up to 45 passengers on day trips; 15 for overnights.
• Berthed at Sausalito.
• Available for youth and adult sail training, day sails, scheduled (individually ticketed) sails, overnights to Drake’s Bay and the Farallones, private group charters and corporate events, plus ‘adventure sailing’ in Mexico during the winter.
• (415) 331-3214; email: info@callofthesea.org; website: www.callofthesea.org; and for Mexico: www.seawardadventures.org

The sail training schooner ‘Seaward’.
• Available for private group charters and cruises who love sharing the joy of sailing the pristine waters of scenic Lake Tahoe. Prevailing SW afternoon breezes averaging 10 to 15 knots make for ideal sailing conditions.
• Certified for up to 25 passengers.
• Specializes in affordable & scenic 2-hour cruises with complimentary refreshments. Also available for private parties, company charters & Emerald Bay luncheon sails.

The ‘Tahoe Cruz’ screams across the lake.
• Daily departures from Tahoe City Marina (home of the Tahoe YC).
• (530) 583-6200; website: www.TahoeSail.com

Team O’Neill: As her operators like to say, “For an Extraordinary Santa Cruz Adventure, just add water!”

Promising a unique and specialized sailing adventure on the Monterey Bay, this 65-footer gives you a true appreciation for big catamaran sailing. Her length and 28-ft beam provide an exceptionally smooth and stable ride, with plenty of deck space to move around freely. Her full galley can accommodate catered sails, or guests may choose to bring along picnic-style meals. Ideally suited for both family and friends of corporate groups.
• Carries up to 49 passengers.
• Berthed at Santa Cruz YH.
• Available for private group charters

The ‘Team O’Neill’ cat is easy to spot.
& Mike Pavel are accomplished racers and and now offering public 1-hour daysails on Saturdays during the summer.
• (831) 475-1561; email: sailingsantacruz@gmail.com; website:
Yukon Jack: Although a remarkable amount of 'big boat' racing takes place on the Bay each year, only a minuscule portion of the sailing community ever gets to ride on those sleek, go-fast machines. But if you’d like to check out the adrenal thrill of blasting across the Bay on an ultralight, this proven Santa Cruz 50 is the boat for you. A former ocean racer, she actually holds the San Francisco-to-Tahiti record from her ‘95 crossing: 19 days, 4 hours and 51 minutes, if anyone’s counting.
• Carries up to 25 passengers.
• Berthed at South Beach Harbor, San Francisco.

Six-Passenger Crewed Yachts

We need to preface this section by saying that in addition to the six-passenger vessels which follow — many of which are operated by their owners — virtually every sailing school (aka 'club') listed at the beginning of this section also has boats which are available for 'six-pack' charters with captain and crew.

Some of the larger boats in those fleets are very nicely fitted-out for both comfortable daysails and overnight charters. Call them for details and pricing.

Angelique: New to the fleet '08, Angelique is a sweet-sailing Columbia 57, built for comfort inshore or offshore. Her roomy, nicely appointed interior and stable racer-cruiser design make her a good choice for extended cruises.
• Carries up to 6 passengers.
• Available for 'captain-only' charters at very reasonable rates, as well as full-service crewed group charters, as well as multi-day trips in the bay and along the Coast.
  • (707) 707 953-0434; email: andy@sailingbiz.com; website: www.sailingbiz.com

Apparition: Sleek and speedy, Apparition was custom-built in Sausalito with small-group chartering in mind. Captain Stan Schilz loves to introduce guests to the ease and comfort of multihull sailing by letting them take the helm. One of the few crewed charter yachts that does overnights, this 38-footer has two double cabins and a full galley. If you’re planning to bareboat a cat soon, spending some time aboard Apparition would be good preparation.
• Carries up to 6 passengers for private charters. Can also be bareboated by special arrangement with up to 12 passengers.
• Berthed at Schoonmaker Marina, Sausalito.

This 'Apparition' is a familiar sight.

Avolonte: This Fountaine-Pajot 42 catamaran is big, fast and extremely stable. A luxurious quarter-million-dollar yacht, she is the most high end vessel in this company’s three-boat fleet. Avolonte was sailed to the Bay from the Caribbean for charter work by the owner, Capt. Erik Ostrander.
• Carries up to 6 passengers.
• Berthed at San Francisco’s Pier 39

Bolgeskrekk: This meticulously cared for Irwin Citation 34 is a stiff and comfortable yacht, well-suited to Bay sailing conditions. On blustery days she does better than 7 knots, thus outperforming many other sailboats of her size. Her spacious cockpit is roomy enough to easily accomodate six passengers, and her teak interior is a delightful realm for lounging and relaxing. Captain Bob has 20 years of experience sailing the Bay and he loves to share his knowledge of local geography and historical spots.
• Carries up to 6 passengers
• Berthed at Pt. Richmond
• Available for private charters, sailing instruction, corporate events, special events and sunset sails.
  • (510) 499-0134; email: capt_bob@goldengatesailingtours.com; website: www.goldengatesailingtours.com

Caprice: This lovely Seawind 1160 was purchased new in Australia in ’07, after which owners Dan and Carol Seifers spent most of ’08 delivering her back to the Bay. Dan is both a licensed captain and sailing instructor. He and Carol would be pleased to introduce you to the joy of flat, dry catamaran sailing aboard Caprice. Her spacious salon offers a 360° view, while riding her trampoline offers thrill-a-minute exhilaration. Hands-on participation is encouraged.
• Carries up to 8 passengers
• Berthed at Brickyard Cove Marina, Pt. Richmond

Carrera: At the smaller end of the spectrum is Gene Maly’s well-kept Capo
32 racer/cruiser. Based at Monterey, Carrera balances her busy schedule between intimate group daysails and instructional sail that feature plenty of one-on-one attention.

- Carries up to 6 passengers.
- Berthed at Municipal Wharf #2 (A-Tier Gate), in Monterey.
- Available for scheduled daysails including Monterey Bay Marine Sanctuary tours, private charters, accredited instruction, and "teambuilding challenges" for corporations.
- (831) 375-0648; email: captaingene@sailmontereybay.com; website: www.sailmontereybay.com

**Evening Star**: This festidiously restored C&C Concours 42 is the 'dream boat' of 30-year charter skipper Mark Sange (aka Capt. Marco). He had been looking for a stiff, high-performance boat that was well balanced and responsive. And to hear him tell it, Evening Star fills the bill perfectly. Having skippered big luxury charter yachts in the Med for a decade, Mark knows a thing or two about putting excitement back in his clients' lives. "I like to introduce them to the therapeutic effect of bashing to windward in 20 knots of breeze with the lee rail buried."

- Carries up to 6 passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events: specializes in instructional 'performance sailing' charters.
- (415) 868-2940; (415) 987-1942; email: captainmarco@cs.com; website: www.captainmarco.com or alternately, www.sailingsf.com

**Flying Tiger**: This sleek former racing yacht was originally designed to race in the SORC. She was later fitted out for comfortable cruising and explored both Mexico and Alaska. Kirk Miller (a.k.a. Capt. Kirk) gave up a successful career in the energy business to pursue his dream of chartering on the Bay aboard Flying Tiger.

She is ideally suited to charters with those who enjoy high-performance sailing — it doesn't take much to convince Kirk to put up the chute on the downwind run past the Cityfront. She has recently undergone an extensive refit.

- Carries up to 6 passengers.
- Based at Sausalito.
- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.
- (415) 328-6480; (650) 858-1640 or cell (650) 492-0681; email: captkirk@sfbaysail.com; website: www.sfbaysail.com

**Imi Loa** — This sloop is one of the most popular cruiser/racers on the Bay in her size range. A stiff and comfortable boat with many amenities, she comfortably accommodates six guests, and with her spacious cockpit and table, there's plenty of room for guests to enjoy cock-
tails and a snack during quiet evening sails or while cruising through Richardson Bay after a fast reach across The Slot.

Captain Gregory Sherwood is a USCG-licensed Master and ASA certified sailing instructor who’s been sailing Imi Loa in the Bay Area since 1996. He’s also an accomplished offshore racer and cruiser.

- Carries up to 6 passengers
- Berthed at South Beach Harbor, Pier 40, San Francisco
- Available for private charters, corporate events, wine tasting and sunset sails. Check the website for monthly specials. Passenger participation encouraged.
- (888) 319-SAIL / (408) 910-0095 www.sfailtours.com

Lady J: This Islander 34 sloop is fast, nimble and points very high. She has only 1 foot of freeboard, so she is very close to the water. The rail gets buried on every sail, making for exhilarating fun. Her large dodger keeps guests warm and dry, while her aft cockpit seating is referred to as the “cocktail lounge.”

- Carries up to 6 passengers
- Berthed at San Francisco’s Pier 39
- Available for private group charters, and special events, including corporate.
- (415) 378-4887; email: erik@sailsf.com; website: www.sailsf.com

Karisma: This sweet-sailing Catalina 470 is the queen of the Lighthall Yacht Charters all-Catalina fleet. Her roomy cockpit and nicely appointed interior make her ideal for either daysails or overnights. Primarily run as a crewed yacht by longtime Santa Cruz sailors Krista and Scott Lighthall, she can also be bareboated by special arrangement. Catalina 42s and 34s are also in the Lighthall fleet.

- Carries up to 6 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboating, scattering at sea services, with affordable prices.
- (831) 429-1970; email: sail@lighthallcharters.com; website: www.lighthallcharters.com.

Magnum: The design of this sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comfy overnighter. (The owners also books large group charter on a variety of Bay vessels.)

- Carries up to 6 passengers.
- Berthed in Sausalito.
- Available for private group charters, sunset sails, and corporate events. This boat can be bareboated to well-qualified sailors.
- (415) 332-0800; email: atlantis@yachtcharter.com; website: www.yachtcharter.com.

Pegasus: For the past 15 years this beautiful 1972 John Alden 51-ft ketch has specialized in taking school groups and at-risk youth out on the Bay (no charge to schools or parents). In order to subsidize those programs, they’ve recently made this Philippine mahogany beauty available for private charters.

Most charter companies offer blue water & palm trees, but it takes the personalized care of people like Marisa to make your vacation a success.

Like Marisa, everyone at TMM is committed to your complete satisfaction. Our specialized three-location operation offers large company quality with small company service. A combination that is uniquely TMM.
WORLD OF CHARTERING

• Carries up to 6 passengers.
• Based at Berkeley Marina.
• Available for private group charters, corporate charters, and special events including weddings by the captain, in addition to special youth sails. Passenger participation is welcomed.
• (510) 478-4600; email: info-AT-pegasusvoyages.org; website: www.pegasusvoyages.org

Pescado: This 2007 Catalina Morgan 440 design was voted Cruising Boat of the Year by Cruising World magazine. Her deck salon allows guests to sit belowdecks, yet still enjoy beautiful views of the Bay. And her roomy salon features two flat-screen televisions and a Bose surround sound stereo system. All trips can be customized per your food and beverage specifications. Owners have partnerships with several Bay Area restaurants for group catering.
• Carries up to 6 passengers.
• Berthed at Santa Cruz Yacht Harbor, but will pick up a various S.F. Bay locations.
• Also available for private group charters, and special events including corporate, as well as Farallon Islands trips and Napa river trips.
• (408) 891-1193; email: ed@sailthebay.com; website: www.sailthebay.com

Perseverance: Captain Jeffrey Bernhard has been a mariner his entire life. An accomplished racer, cruiser and commercial captain, he enjoys sharing the experience aboard this Catalina 36 MKII through a wide variety of charter offerings, including lessons.
• Carries up to 6 passengers.
• Berthed at Alameda.
• Available for private group charters, sailing lessons, teambuilding, memorial services, and overnights to Drake’s Bay or Half Moon Bay.
• (415) 302-0101; email: captain@charterperseverance.com; website: www.charterperseverance.com

Ta Mana: “When it’s time for a break from the ordinary,” says Captain Bernhard, “experience the Bay under sail!” he invites both experienced sailors and landlubbers to take a turn at the helm of this 36-ft cutter.
• Carries up to 6 passengers.
• Berthed at Sausalito.
• Available for private group charters and special events. Passenger participation encouraged.
• (415) 272-5789; email: tamanacharter@sbcglobal.net or see website www.getawayonthebay.com

Pretty slick fleet, eh? So why not plan to hold your next office party, reunion or gathering of friends aboard one of these beauties. Your friends will go home happy and exhilarated, and you’ll be a hero for coming up with the plan.
— latitude/andy
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— Sandy and Helene

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So we would take people of Mexico. Gregorio, Mag Bay Port Captain, embodies the spirit of the people of Mexico. We left Cabo in light winds, but by the time we reached the south end of Mag Bay, it was blowing a steady 30 knots on the nose. We refueled in Man O’War Cove, then continued on to Bahia Santa Maria to wait for better weather. While at beautiful BSM, I crunched the numbers, and discovered that because of the adverse weather we’d used much more fuel than I’d expected. And there was no way that we’d have enough money to buy the fuel we’d need once we got to Turtle Bay. Yes, Julia had told me to get more money while we were in La Paz. But yes, I’m a tightwad, so I insisted that we had enough.

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We checked on the Ham and SSB nets, but nobody knew if there was a bank or ATM machine in Turtle Bay. [Editor’s note: There is neither.] So we backtrack to Man O’War Cove in order to go to the ATM in San Carlos. But once there, we were informed that somebody had “liberated” the machine and that it hadn’t been replaced.

The next morning we decided we should backtrack to Cabo and regroup. It was enough to make us cry, as we dreaded the thought of having to pound 150 miles from Cabo to Mag Bay a second time. I called Gregorio, the Port Captain, to see if we had to check in again. When he learned of our plight, he said it didn’t make sense for us to backtrack to Cabo. He told us that he’d come out to our boat and discuss the situation with us.

He indeed came right out, and told us that he would take us to San Carlos! Once there, we could take a bus 40 miles inland to Constitución, a large enough city to have several banks. We told him that would be fantastic, but what if our bank locked our account — as they’d done three times during our trip — and we ended up with no money at all? Gregorio said no problema, he would take us all the way to Constitución! When we asked how much it would cost, he said, nada, meaning ‘nothing’ — or at least ‘not very much’. Normally, we would have insisted on a firm price, but how could we not trust Gregorio?

When we got to San Carlos, a city of about 6,000. Gregorio’s wife was waiting on the beach with their truck and trailer. They always haul their panga out in case there is a change in weather. We then went to their house, which is a very nice two-story home overlooking the bay. We sat in the patio and talked with his youngest son until Gregorio and his wife were ready to go. Fortunately, the road to Constitución had finally been paved, so it was a pleasant trip.

Gregorio and his wife dropped us off at the bank, where we withdrew the daily amount allowed. It wasn’t as much as we would have preferred, but it was enough. The couple returned to pick us up an hour later, and drove us to a BBQ chicken place such as they have all over Mexico. Gregorio and his wife even wanted to pay for our lunch! We had to insist that we pick up the tab. Besides, it was only $12 for four people.

Once back in San Carlos, Gregorio informed us he had to go to his office until about 7 p.m. — probably because he’d spent all day taking us to Constitución and back. This gave us a chance to explore the town until about 4:30 p.m., at which time we returned to their house. We knocked on the door to let Gregorio’s wife know that we would be waiting in the patio for him. But she insisted that we come inside, and we spent the afternoon watching Rachel Ray and the National Geographic channel in Spanish. Gregorio returned home at about 7 p.m., at which point his wife fixed us some machaca burritos.

Once back on the boat, I asked Gregorio how much we owed him. “Nada,” he said. I may be a tightwad, but I’m not a cheapskate. I forced him to accept $50 U.S. The next day Gregorio was back at
our boat at 7 a.m., as promised, with 30 gallons of diesel. He sold it to us for just $40 U.S. When is the last time you paid $1.33 a gallon for diesel?

To have been helped like that by not just a stranger, but a stranger who is also a Mexican official, and one who invited us into his home — that’s a kindness that we’ll never forget. We can’t get back to Mexico soon enough!

— Jim and Julia 01/15/10

Spread; Tristan and Mindy swimming in the blue, blue waters of the South Pacific next to their vintage catamaran. Their boat may be shorter and older than most cruising boats, but do you think anybody is getting more bang for their boat buck? Inset; Mindy with a nice catch.

Aita Pe'ape'a — CSK 33
Tristan and Mindy Nyby
Cruising on What We Had
(Los Angeles)

Since we’ve been out here cruising the South Pacific at only 29 years old, we can’t tell you how often other cruisers tell us how “lucky” we are to be able to do it at such a young age. We don’t consider ourselves to be particularly lucky, because we simply made the decision to just happily go cruising on the modest boat that we had, and not worry about what kind of boat and gear everybody thinks is needed to cross an ocean. One day we’ll return to the States, start a family, save some money, and come back out again. Actually, we’re going to do it as soon as we can. For there’s no better life than waking up with coffee in the morning, smelling the mangoes, and looking at the clear blue ocean and tall green islands.

Perhaps the luckiest thing is that Tristan comes from a sailing family. His parents, Kirk and Ines, sailed around the world from ‘71-’73 aboard Simardl, their 44-ft CSK catamaran. Twenty years later, they took Tristan and his two sisters on a South Pacific cruise aboard Pilot, their Long Beach-based 58-ft schooner.

Not having a lot of money for a cruising boat, five years ago Tristan and I were lucky enough to find a 33-ft flush-deck CSK 33 cat for an amazingly low price. She’d been professionally built in Venice by the CSK crew — Rudy Choy, Warren Seaman, Alfred Kumae — way back in ’64. Our plan was to fix her up for cruising, so we spent the next year building a cabin, putting in two heads, re-glassing the deck, redesigning the rudders, sanding, painting, and doing the dreaded varnishing. Tristan and I both work in the film industry — he in production and I in international film publicity. His job allowed him to set his own schedule, so I must confess that he did most of the actual work on the boat. I provided the moral support and pizza delivery.

Years ago we set our departure date for January of ’09, and saved as much money as we could before we left. In order to save money, we stuck with what we thought were the essential cruising items — a tiller autopilot, a small fridge/freezer for beer and burgers, a GPS, and some surfboards. Thanks to our parents’ being generous with presents at Christmas, we also have an EPIRB and a satphone. The items we don’t have that are commonly found on cruising boats are things like radar, SSB radio, a watermaker and a big refrigeration system.

We’re also on a small budget. We have Luck had nothing to do with Tristan and Mindy getting to go cruising at 29 years of age. They made the decision to do it.
sailed well, and sailed well, and the V-shaped hulls and the outboard motor. Check out the tiller bar across the transom and the wind and seas with ease. During our third cruise, which was their second with Pilot. We spent the next three months sailing down the coast of Mexico, getting as far south as Barra de Navidad. On April 2nd, our two boats set sail for the Marquesas.

Given the significant difference in size and sailing qualities of the two boats, we figured we’d be out of VHF radio range in just a few days. Well, we were wrong. The winds were light, so our little 6,000-lb — when fully loaded — cat took off during the day. But when the wind dropped at night, Tristan’s parents could fire up their engine and catch up with us. At certain wind angles and wind speeds, we sailed along together at just about the same speed. This happened again and again for 15 days. At this point, we decided it would be a feat in itself to stay together for the duration, so we modified our speeds a little to stick together. Our two boats arrived in Nuku Hiva after 21 days. I think we both could have made the trip more quickly if we hadn’t regulated our speed to stay with each other, but having somebody to talk with over the VHF every day made the trip more entertaining.

Our Aita Pe’ape’a sailed well, and despite her diminutive size, handled the wind and seas with ease. During our 46-year-old cat suffered a few other problems on the crossing. A rib in the starboard aft hull broke, and the continual pounding of the waves during a beam reach caused a hairline crack in our starboard wingbridge/hull joint. Both were easily fixed and have been reinforced. (Since then, we’ve fared well with no major repairs needed — even though our cat rode out tropical cyclone Rene’s 100+ knots of wind at Neiafu, Tonga in February. We stayed ashore.)

While Tristan’s parents had sailed Pilot back to Long Beach in August, we continued on to the Cook Islands, Niue and Tonga. We had our best 24-hour run — 218 miles — sailing alone between Bora Bora and Aitutaki. Normally, we average between 150 and 175 miles a day. After the cyclone season we plan to sail to Fiji, where we’ll spend a few months before moving on to Vanuatu and New Caledonia. We hope to sell our cat in New Caledonia or Australia, then fly home and start saving for our next boat and trip!

We don’t want anyone to give anyone the illusion that you can cruise in luxury on such a small cat. For example, we have no standing headroom inside the cabin. And it can get hot and cramped. But we think it’s all worth it in the end, and once we get to port, we have plenty of deck space to spread out on. Although Aita Pe’ape’a wasn’t meant to be a blue-water boat, she’s certainly held up well so far. To us, it just proves that you can cruise on just about any type of boat.

For those who are wondering, Aita Pe’ape’a is Tahitian for ‘no problem.’

— mindy 02/10/10

Cadence — Apache 30 Cat

Frank Ohlinger

A Xmas Story — With Gunfire
(Half Moon Bay)

The garbage dump across the river from the Cebu YC on Cebu Island in the Philippines caught fire the week before Christmas. Methane-fueled fires can be tenacious, and this one was expected to burn for some time. On the bright side, the pall and loom of the fire at night added to the festive air of the city during the holiday week — if it didn’t flash you
back to the fall of Saigon in '75. What it certainly did not do was subdue the excessive use of fireworks that Filipinos employ for celebrating. The blasting went on all night, every night.

Mind you, these fireworks are not of the lightweight Blackcat firecrackers category as used in suburban backyards in the United States over the Fourth of July. For when the holidays were over, the Mayor of Cebu was proud to announce that only 242 people had to be hospitalized in the greater metropolitan area as a result of fireworks injuries. The newspapers attributed some of this success to the nationwide program to tape up the muzzle of the duty weapon of every policeman in the country. For added security, every police chief had to initial the tape on every gun. The Filipinos do not have a lot of material wealth, but they love to celebrate holidays.

But the view of the city from the foredeck of Cadence at night wasn’t what brought me here. And the rumors that I preferred to spend the holidays in a strip club are unfounded. My actual reason for this visit was a small right-of-way argument Cadence and I had lost with a coral head in Palau in October. The blue moon of the last week of December had perfect tides to dry Cadence out in order to effect a permanent repair. Where is OSHA when you really need them? I thought to myself.

Careful as I was, one afternoon I forgot to coil up the power cord. The tide came up nearly two meters that night, and while wading back to my cat after a few late-night beers, I noticed a tingling in my legs. As I reached the boarding ladder, my left leg started shaking uncontrollably. I retreated up the ramp in haste, and from the safety of dry land, I reeled in the cord from the water. It sparked and hissed until I found the tree the circuit breaker box was hanging from. Luckily no one got hurt, and the only damage was to the plug. The next morning the boatyard dogs were scavenging all the dead fish. When the workers showed up, I hesitated to tell any of the locals what happened. Between dynamiting and cyaniding, the fish populations here just don’t need another way for locals to make them disappear faster.

The residents of Cebu City may not have much, but they're got great fireworks.

Frank with his brother Birchard, who he claims spent most of his time in the Philippines looking for a "meaningful" one-night relationship.
There’s a nipa hut in the boatyard that sells ice cold beer, and happy hour there is popular with the cruising crowd. One late afternoon I found a dusty copy of a Lonely Planet guidebook to the Philippines. After reading it, I learned that Danao, the next town over, is the center of the gun-making industry in the Philippines. I did a little research, and found out that gunsmithing here is a cottage industry dating back over a hundred years. Every neighborhood has a shop or two, and young apprentices are expected to hand-make a fully operational Colt 45 automatic, model 1911A, before they graduate.

When the U.S. took possession of the Philippines after the Spanish-American War, they inherited an insurrection by the Moro tribesmen. These Muslim warriors had the bad habit of cranking themselves up on hashish before battle, and then had the worse manners of continuing to charge into the line after being shot with a .38 caliber revolver, the standard military sidearm of the time. As a result, the call went out for a new sidearm. The chief requirement was that it not only stop a running man, but knock him backwards, too. The Colt 45 model 1911A was adopted, and models of it arrived in the Philippines shortly thereafter. It was, and perhaps still is, the epitome of the gunsmith’s craft, and everyone wanted one. Danao was just outside the front lines at the time, and thus an industry was born.

I mentioned this to the bartender, a young transvestite named JonJon. “Sure,” he said, pulling a .45 out of his purse. “I can get you one for about $50, and a really good one for about $100.” I handled the gun and checked it out. The checkering on the grip was perfect, the engraving and rifling looked authentic. But I did notice — buyer beware — that one of the safeties didn’t work. Someone else produced a Smith & Wesson .22 caliber revolver, and if I was interested, another offered to bring out his Irwin MkII machine gun. The word is that you can order anything from an AK-47 to a bazooka here. And the industry is fond of experimenting with new designs. When a Smith & Wesson agent came to Danao back in the ’80s, one of the local gunsmiths proudly brought out his newest innovation — a pistol modified to chamber a Girard M1 round. The agent didn’t stick around to see if it worked.

Although I’m comfortable with guns, I’ve rarely carried one aboard my boat. But with the worldwide increase in piracy, I had to reconsider the question. I paid a visit to a local gun shop the next day. In a grimy, dirt-floored shack, a young man was hand-fitting the barrel of an Irwin MkII machine gun. If I’d been interested, I could have had it for $300 — no questions and no paperwork. I went home to ponder the situation.

The situation being, first, that there’s the issue of declaring a gun to officials or trying to hide it on a boat. If a gun is declared, many countries require the police to impound it. That obviously negates any benefit of having one, not to mention the major hassle of recovering it when you check out. OK, so the gun would have to be aboard clandestinely, yet carried in such a way that it was easily available when needed. How would that work? For one thing, you can’t simply pack a gun away and expect it to be reliable. In a saltwater environment, keeping a gun cleaned and oiled would be a recurring chore.

When would I actually need a gun? Several scenarios come to my mind. The most obvious is waking up and finding an intruder on deck, or worse, in the cabin. Is he a desperate robber armed with a machete, or simply a fellow yachtie too drunk to find the boat he came in on? What do you do? If you have a weapon, can you get to it quickly before the intruder can respond? If you can, do you yell and threaten to shoot, or just shoot? I’ve been told by several who know, that once a gun is pulled, you must be ready to use it. And in such circumstances, events have a way of spiraling out of control. Someone told me the gun will almost “use itself.” Then you are faced with dealing with a wounded person on your boat or worse, disposing of a body. Realistically, I’m not sure I’m ready for that. And few foreign courts will look kindly on a rich yachtie offering a local — regardless of how despicable a thug the latter might have been.

In any event, a handgun of some kind would be the weapon of choice. But what about the argument that a flare gun might be just as effective? Or a couple of flare guns? Or a non-lethal device like a taser? Until the trigger is pulled, the situation is the same. Afterward, you have either avoided a big mistake you’d regret for the rest of your life, or you are faced with an even more desperate...
IN LATITUDES

The FADs we passed were moored by 2-inch diameter polypropylene, some in 18,000 feet of water! Yes, three or four miles of line! This is a significant investment in equipment and ship time. Nonetheless, only about half of them were lit. And some of these were in well-trafficked shipping lanes. Commercial ships can probably shrug off a FAD strike, and large props can easily shred polypropylene. But in this part of Micronesia, there have already been two reports of serious collisions involving cruising boats and FADs. I, for one, am amazed at the callousness and negligence displayed by anyone who would install, for whatever reason, such a hazard to other mariners. I feel it rises to the level of criminal negligence. It may be a one-man crusade but I suggest that all unlit FADs should be taken out or sunk wherever they are encountered. Hmm, perhaps I do have a reason to carry a gun after all.

— frank 02/01/10

Azure II — Leopard 47 Cat
The Pimentel Family
Caribbean and Med
(Alameda)

Two years ago, Jane Pimentel wrote the following to us: “My son RJ just turned 10, and we were looking at his baby book. He read the 10-year-old Changes in Latitude article about how

There is no doubt about it, the Pimentel’s Leopard 47 has way more room than their Cal 40 and the Jeanneau 36 they first cruised on.
my husband Rodney and I cruised across the South Pacific from ’96-’98 aboard our Jeanneau 36 Azure, and how he, RJ, had been born in Whangarei, New Zealand. When he saw his baby cruising picture, he got so excited. The three of us terminated our cruise when RJ was 10 months old, but we vowed we’d go cruising again. Well, after another son, Leo, and a few jobs, a house, and so forth, it’s almost time! We figure we’ll start in the Caribbean in about 18 months."

If nothing else, the Pimentels — he’s a civil engineer and she worked for Apple — are punctual. For last August they bought a Leopard 47 catamaran they christened Azure II in St. Lucia, and after having her on the hard for three months, started cruising the islands of the Eastern Caribbean in December. We crossed paths with the family a couple of times in St. Barth in February, we on our Leopard 45 cat, they on their slightly longer and fancier Leopard 47. At the time, they were hosting close friends from Alameda, Steve and Clare Waterloo, and the couple’s children Connor, 10, and Teagan, 8. The Pimentels and Waterloos both own Cal 40s — Azure and Sharan, respectively — and have regularly competed against each other in everything from races to chartering, and have gotten a wash of pitching. Almost all of our Jeanneau 36 Azure and their Cal 40 wining, which, depending on one’s point of view, is a good or a bad thing. The only time the Pimentels have wanted to use the air-con was just before hitting the sack during the humidity of last August. "It was really nice to have back then," says Jane, "but we haven’t used it since."

Rodney got the family’s first taste of catamaran sailing by volunteering to help Blair Grinoles, the builder and then-owner of Capricorn Cat, sail his 46-footer from Tarawa to Fiji several years ago. Thanks to being light, simple, and having generous sail area and daggerboards, Cap Cat is very much a performance cruising cat. The racer in Rodney figured it would be cool to have that kind of boat for the second cruise. But what the head of the family didn’t like in Cap Cat is that both of the daggerboards had to be rebuilt, as did one rudder, and she has a relatively small cockpit and salon. So the family started looking at Catanas, and, with the Waterloos, chartered two Lagoon 440s in the British Virgins. After these experiences, doing a lot of looking around, and talking with people on the Leopard 45/47 owners’ website, they decided to go with a Leopard 47. "It simply offered us the biggest bang for the buck," says Rodney.

The Pimentels bought a 47 that had originally been part of the Moorings Crewed Charterboat fleet, so she had some of the extras that many of the other 45s and even most 47s don’t have. For example, speakers beneath the bow deck seats, an extra fridge, a bigger chart table, and a better seating arrangement at the salon table. After the cat came out of The Moorings program, she was bought by a couple who used her to do crewed charters out of St. Lucia. Two years of that were all the couple could take, so the Pimentels picked her up for an attractive price.

In most respects, the Leopard 47s are the same as the Leopard 45s, but with a two-foot sugar scoop. A two-foot scoop, by the way, that some say makes a surprising amount of difference in cat’s performance and in the reduction of pitching. Almost all the 47s also came with a generator and air-conditioning, which, depending on one’s point of view, is a good or a bad thing. The only time the Pimentels have wanted to use the air-con was just before hitting the sack during the humidity of last August. "It was really nice to have back then," says Jane, "but we haven’t used it since."

Having never owned a boat with so many systems — even before he added all the new stuff — Rodney’s had a bit of a shock at how much work is involved. Some of the stuff is just normal maintenance on things like the generator — the cat has three times as many diesel engines as does their Cal 40 — and a watermaker. Others have been boat-age-related. Replacing all the hoses on the four toilets, for example, which were suffering from hardening and narrowing of the ‘arteries’, as it were. And replacing the brushes on the windlass motor. In addition, the new Tri Data and Chartplotter have given him problems. Then there was the work involved installing
home. But I think the boys are going to have a hard time when we're done cruising, because after they do a couple of hours of schooling in the morning, they get to do things like swim with turtles, go hiking, and have all kinds of other adventures. It's also interesting that they don't seem to miss television. If we're at some bar, they might watch some sporting thing on French television, but otherwise they just don't seem to care. They do have iPod Touches they can play with, but we limit them to one hour of screen time per day.

"That's from 5 to 6 p.m.,” laughs Steve, “which coincides with our happy hour. So everybody is happy then.”

The kids are being home schooled using the Calvert system. “It's really hard to know how they are doing,” Jane admits. “I guess we'll find out when the trip is over. I hope they are learning by leaps and bounds. I do know they are getting a completely different education than if we were back in Alameda.”

The Pimentels will continue cruising the Caribbean until about May, at which time Rodney and various friends — he's the much-liked outgoing commodore of the Encinal YC in Alameda — will sail the cat across the Atlantic. Jane and the boys will join the boat in the Azores for the last leg to . . . well, the destination keeps changing. “We're thinking we'll make landfall in Portugal,” says Jane, “and by the end of summer will have made it as far east as Spain's Balearic Islands. We hoped to see more of the Med, but there's just not enough time . . . unless we spend a second summer there.”

When Rodney and Jane took off the first time in '96, their boat was about 1/5th the size, and they had two less kids and two less diesels.
Since the Pimentels took our advice once, maybe they’ll take it again. After having gone to all the effort and expense of buying a boat and sailing her to the Med, it would be almost tragic to spend just one summer there and not even get to cruise France, Italy, Croatia, Greece or Turkey. We speak from personal experience.

— latitude 38 02/20/10

Java — Crowther 48 Cat
Evan Dill
Super Papagayos
(Santa Barbara)

Although my report is late on what supposedly were the strongest Papagayo winds to hit Nicaragua’s San Juan del Sur — aka Wind Hell — in 30 years, I suppose it’s better late than never.

The wind blew steadily in the 80-knot range for three days, with gusts to 100 knots. In fact, three large cruise ships that normally would have stopped at San Juan del Sur simply kept going because there was no way they could safely anchor and disgorge their mobs.

One ship’s captain reported readings of 95 knots while passing by.

Unfortunately, my cat Java was resting at anchor in San Juan del Sur after a challenging sail up from Costa Rica in Papagayos, when the super strong winds hit, and I was back in the States for the holidays. Luckily, I had aboard a local boat-sitter who knew lots of other locals

In the early going, ‘Java’ was nearly hit by ‘Nica Lady’, a disabled trawler making her unmanned way out to sea.

...he could call on for help — because he would need help. Every boat that was anchored dragged, and two pangas were blown out to sea, never to been seen again. The Nica Lady, a large but disabled fishing trawler ghosted out to sea, barely missing my cat on her way over the horizon. The only boats that didn’t drag were tied to the local concrete moorings.

After Java dragged anchor out of the bay, she was rescued by a fishing boat that had been hired to retrieve her. She was reanchored and stable, I’m told, until her position was crossed by the Canadian sailboat Aquarian, which was being towed back in from five miles out to sea. She was dragging a 400-lb anchor the navy had put aboard, and unfortunately came so close that it tripped Java’s anchor chain. As she was helplessly heading out to sea once again, Java’s anchor chain providentially wrapped around a ship mooring buoy, which was her last chance.

My crew figured Java was secure at last. Alas, two hours later, apparently on orders of the port captain, Aquarian was put on the same buoy as Java. You can imagine how my 9-ton cat fared being slammed by a 30-ton ferro-cement schooner for over 24 knots in the very strong winds. Despite the best efforts of the crews on the two boats, Java’s new paint job — just completed in Ecuador — got pretty dinged up, and her solid port-side handrail was wasted. Fortunately, she was sturdily built, so there was no structural damage.

After returning to San Juan del Sur and encountering daily 25-30 knot winds, I skedaddled out of there to the north, to lovely — and quiet — Bahia del Sol Marina in El Salvador. For what it’s worth, we didn’t see the end of the Papagayos until we were 150 miles north of San Juan del Sur and had already crossed the Gulf of Fonseca, which marks the borders of Nicaragua, Honduras and El Salvador. The lesson we learned was don’t sail to southern Nicaragua during the December to February Papagayo season — unless you’ve got a storm anchor and don’t mind sailing less than a mile offshore in 30 to 40-knot winds. Because when it blows, it really sucks!

— evan 03/15/10

Readers — Papagayos are caused by surges of cool, dry air from North America. Such air is denser than the normal tropical air mass in the region. A strong pressure gradient is established, inducing the wind, which gets an added Venturi effect from being funneled through the mountain gaps between the Caribbean and Pacific. Papagayos can blow any time of year, but they are most common in the winter. Since they blow offshore, boats heading south to Panama have sometimes ended up hundreds of miles off the coast, and have had a very difficult time making it back to the coast, which starts to the southeast.

Cruise Notes:

“Here’s the update on my 440-mile passage from Pittwater, New South Wales, to Mooloolaba, Queensland, in Australia that I did with ‘Commodore’ Tompkins aboard his Mill Valley-based Wylie 38+ Flashgirl,” writes Paul Slivka.
In the spring of '94, the Wanderer, de Mallorca and 11 others sailed 'Profligate' from Antigua to Panama, with a stop at the San Blas Islands. While at the islands, we walked out onto the reef to check out this long stranded Hallberg-Rassy, which is a testament to the fact that despite all the fancy modern electronic navigation gear, the human element is still crucial. Anyway, if you're down in the San Blas or have been there recently, can you tell us what's left of the hulk? We'd love to know.

who sailed his trimaran from San Francisco to Australia decades ago and never returned. "We covered the distance in 63 hours, averaging around 7 knots. But that's deceptive, as a lot of it was against 2 to 4 knots of coastal current. There were warnings of strong winds when we left, but there were four of us, and the wind was from aft of the beam. When we crossed the Queensland border last night, we sailed into a gale warnings and saw up to 37 knots of wind with 10- to 12-ft seas. For the last 150 miles we shortened down to a double-reefed main only. Flashgirl is a very unusual cruising boat in that she has rod rigging, triple spreaders, a 9-foot draft on a high-aspect bulb keel, one ton of water ballast on each side, tiller steering, and an open aft cockpit. With the weather ballast tank full, she can carry full sail in over 20 knots on a reach — but she will be wet and it will be like sleeping in a washing machine. I offered to do the passage for the privilege of sailing with the maestro Commodore, and to prove to myself that I am still up to it at 65 years of age. The trip was successful on both counts. Having gone to sea for more than 75 years, Commodore is the supreme seaman. And at age 78, and the survivor of a heart attack many years ago, he's much fitter than I am. Pumping Flashgirl’s tiller while surfing at 10 to 14 knots in big seas was very demanding physically, but I did it. And I have the sore arm and shoulder muscles to prove it. As soon as I arrived home, I checked the weather and noticed that cyclone Ulua had formed near the southern Solomon Islands. As I write this a night later, she's been upgraded to a Category 5 storm and is at 115 knots and still building near the center. She should be off the mid-Queensland coast by Wednesday, and will cause major damage if she continues to strengthen. I hope Commodore doesn't have any worries, because the Mooloolah River isn't the best place to be with your boat during a tropical cyclone, and there is nowhere to hide with a boat that draws nine feet. The likelihood of a direct hit on Flashgirl is slim, but if anyone could handle it well, it's Commodore."

The International Community Foundation did a survey of 840 U.S. retirees over the age of 50 living in the coastal areas of Mexico, and came up with some interesting findings. Among them, more than half the retirees are under age 65; two-thirds have a college degree; most still have strong ties with the U.S. and consider it their primary country of residence; and 42% said the recent economic recession had no impact on their lives. Lucky them. Perhaps here's the reason for it. Nearly half of the respondents reported being able to "live comfortably" on less than $1,000 a month. That's about half to one-third of what they would need for a similar lifestyle in California. And get this: Despite all the publicity about narco violence in Mexico, only 7% of the respondents voiced concerns about their safety and personal security. Small surprise then that more than one million Americans live in Mexico. "We had great times cruising the South Pacific last year," report Allan and Rina Alexopoulos of the Volcano, CA-Rina, her daughter Alyssa, who did the crossing from Mexico to French Polynesia, and Allan, as seen while sailing between the Tuamotus.
based Hunter 466 Follow You Follow Me. “We’ve got some good stories, too, including the one about the loss of our rudder off the coast of New Zealand. But it’s also good to be back in the northern hemisphere. We put our boat on a Dockwise ship in New Zealand, and she’s slated to arrive in Ensenada on Saturday. Having heard the ship encountered 55-knot winds and huge seas near the Cook Islands, we hope our boat is still in one piece. We heard that at least one boat suffered significant damage — all the stanchions got ripped off the port side of the boat — apparently from a poor shrink-wrapping job. In any event, we’ll be heading right down to La Paz for Sea of Cortez Sailing Week.”

“We’re all fine here in Pago Pago, American Samoa,” reports Kirk of the McGeorge family on the U.S. Virgin Islands-based Hylas 47 Gallivant. “In fact, we’ve settled right in for hurricane season — we have jobs, joined the local yacht club, are taking ukulele lessons and bought a pick-up truck. I even pulled an old BMW motorcycle from the tsunami rubble to tinker with.

Most cruisers ride out the South Pacific tropical cyclone season in New Zealand. For this reason, there are only 10 yachts here in Pago Pago, and only six of them have people aboard. There are several reasons we decided to stay here, among them the fact that Pago Pago is considered the safest cyclone hole in the South Pacific. Other considerations are that it’s so easy to find work, and medical and dental care are practically free.”

“I’m currently employed by the government as marine operations manager for the Dept. of Fish & Wildlife, and therefore am in charge of maintenance and operations of their fleet of broken boats,” continues McGeorge. “This includes their new SAFE boat, which is just like the ones used for patrolling every port in the United States. Cath and Stuart quit school — first grade drop-outs! — in favor of returning to our onboard Calvert curriculum. We believe it’s better than the ‘best school on the island’, which is where Cath was teaching and Stuart was a student. This also means they don’t have to make a two-hour commute each day. It just wasn’t our style. But Cath has landed her own weekend radio show at a nearby FM station, and Arrrr Boy is even getting some air time as well! Since we now have positive cash flow and the

Kath and Kirk McGeorge are so settled into their new life in American Samoa that they’re even taking ukulele lessons.
U.S. Postal Service is so effective down here, we purchased a new wheel from Edson and a ‘like new’ cruising spinaker from Bacon. Both should add a new level of fun once we get moving again. I closed the deal on the sail in Annapolis on a Tuesday, and it was on our boat in Samoa on Saturday! Jah Rastafari! God bless America! We do like it here in Pago Pago, and my employer is offering me a house and a car — if I commit to staying two years. It’s mighty tempting, but after nearly two years of gallivanting freely across the South Pacific from the Caribbean, I’m suddenly feeling anchored in one spot with nowhere to go. And I don’t especially like it. So we shall see.”

A lot of people think that it doesn’t take a lot of skill or training to become a Customs or Immigration official in most of the islands in the Caribbean. But that’s simply not true. Based on our experience on the Dutch side of St. Martin, the government human resources department obviously scours the island to find the most inherently arrogant, unhelpful, and hostile racists to be candidates for the positions. Then the candidates surely must undergo years of intense training to learn things such as how to dawdle playing with their four-inch long fingernails, how to look right through people standing in front of them who need to get their forms processed, and how to give unclear and contradictory instructions in how to fill out intentionally incomprehensible forms — and how to then get angry when such instructions aren’t understood. After all this training, these folks intern at the Immigration booths at the Queen Juliana Airport, where they can fine tune their misanthropic skills and learn how to lazily scratch their bottoms in order to make weary arriving passengers wait as long as possible — hopefully long enough to miss all connecting flights. Only after years of treating arriving visitors like shit, making many of them vow to never return, do they graduate to the maritime Customs and Immigration office across the channel from the St. Martin YC. Over the last 25 years we’ve not spent a small fortune.
at St. Martin because of this cadre of petty tyrants whose greatest joy in life apparently comes from making the lives of others as miserable as their own. No wonder so many mariners either don’t check in at all or take their boats and money to the French side of the island.

While the customs and immigration folks at Tortola in the British Virgins aren’t as bad, there are many problems there, too. For example, when one woman recently tried to check in from another country, two officials repeatedly yelled conflicting instructions at her regarding which window she needed to go to next, and yet another pretended not to notice she was spraying bug spray in her face. Fortunately, the woman was rescued by yet another official, this time a kind, friendly and humorous gentleman who was as out of place as Al Gore at a Tea party convention. As they say, you only get one chance to make a good first impression, so why do so many islands in the Caribbean permit all their officials to make such bad ones for them, resulting in untold lost revenue and jobs?

"I've been running non-stop from Mexico to Monterey to Malaysia," writes David Addleman of Monterey, who owns the Cal 36 Eupsychia and the Santa Cruz 50 he recently purchased in Malaysia. "I finally read all the way thru the March issue while literally watching the paint dry on the bottom of X here at the Raffles Boatyard in Singapore. So far it seems like a first-class operation — with prices to go with it. I singlehanded Eupsychia from La Cruz to Monterey in 13 days and nights. It was so tough leaving the cruiser social scene in La Cruz that I implemented the technique the publisher of Latitude calls ‘the Newport Ditch’ — which is just suddenly disappearing. If anybody’s feelings were hurt, I know they’ll get over it soon. And I’ll be back someday. Singlehanded Eupsychia home involved a moderately rough trip, but was nonetheless a great experience. Surprisingly, I had the worst weather of the trip right out of Banderas Bay. It was the windy stuff right on the nose that allowed the Puerto Vallarta Race fleet to finish in record time. But thanks to some unusual westerlies, I even managed to do some sailing up the coast of both Baja and California. It was especially nice to be able to sail after the cutlass bearing went clunk-clunk off Big Sur."

"Once back here in Malaysia," Addleman continues, "I singlehanded X the 12 miles from Danga Bay to the asphalt..."
of Raffles Boatyard in Singapore. It was a nice daysail. I’m wrestling with the social-acceptance question of single-handing these trips when friends want to come along. Liz Clark of the Santa Barbara-based Cal 40 Swell once gave me the following advice: ‘Do what you want. Take only passengers you know will enhance the trip. Sometimes the most experienced sailors are the worst to have as crew. It’s often better to find novices who are willing and able to learn.’ But what do I know, I’m a singlehander now!

‘I’ve been going through thru X again trying to find another 1,000 pounds to unload. It’s not too tough. I’m eating through all the odd cans of food left by the Easterbrooks by adding spicy curry sauces to everything, digging thru the buckets of spare chain, sorting out the countless shackles, and getting rid of cleaning fluids completely foreign to the single-guy lifestyle. Plus, I figure that if I give the less interesting items to fellow travelers now, karma will return them later when needed. Or not, and a new adventure will begin. Out goes the garlic press! Cheers to all!’

Speaking of Liz Clark, she had an interesting experience recently with singer, writer, and barefoot mogul Jimmy Buffett. We’ll let Liz explain:

‘Thanks to my family, I probably know the lyrics to as many Jimmy Buffett songs as Jimmy does. So when there was a rumor he was going to be playing at the Bora Bora YC on my friend Jessica’s birthday, we weren’t going to miss it. Since the French aren’t really big fans of his, I assumed that Jimmy just liked playing for small groups of people in far-away places. After all, he was donating all the profits for the event to building a playground for the local kids. Once the show started, Jessica and I surprised the locals by knowing all the lyrics and singing wholeheartedly with him. I couldn’t believe that I was standing just 15 feet from ‘The Man’, as the last time I’d seen him was with a million others at a concert in Irvine where I almost got trampled by Parrotheads. But it got even more unreal, as when it came time to Pinch her, she thinks she’s dreaming! A disbelieving Liz, singing backup, shares the stage with Jimmy Buffett at Bora Bora.

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CHANGES

singing Cheeseburger in Paradise, Jimmy said he’d need some backup singers from the audience. By that time Jessica and I had liquid courage pumping through our veins, so the next thing we knew, we were on stage singing with him! Me, on stage, singing with Jimmy Buffett. He was floored that we didn’t miss a word.

“After the fabulous show,” Liz continues, “I walked over to a private side room guarded by an extraordinarily tall and stern looking black man. ‘Hello, sir,’” I stammered, ‘I just wanted to make sure everything was okay with the band.’ Then there was a voice from inside the room. ‘Let her in.’ It was Jimmy. I walked into the cool, air-conditioned room, where eight men had been standing around chatting. As I stepped into the room, they fell silent and stared at me. ‘Well, come in, then,’” said Jimmy, ‘and have a seat.’ Slightly speechless, I answered everybody’s questions about my boat and having sailed to the South Pacific. I told Jimmy that his lyrics were part of what created my dream to sail around the world, and I thanked him for all the joy that his music had brought my family over the years. He was humbly flattered and turned the conversation back to me before going back outside to sign some autographs.

“But it got even more unreal. After a surf the next day, Teiva and Jess told me it wasn’t very busy at the Bora Bora YC, so they wouldn’t need me to work. Just then, Jimmy and a couple of his friends ducked under the palm fronds and into the restaurant. ‘Hi Jess, hi Liz,’” he said, ‘Looks like we’ve come to the right place.’ Then Quino, Jimmy’s friend, suggested that—if I wasn’t too busy—I join them for dinner. How could I refuse? When they asked how my day had gone, I told them I’d surfed a reef in the morning that rarely breaks. Jimmy was really interested. In fact, so interested that he showed up at Swell at 10 a.m. sharp the next morning, as promised, aboard his stand up paddleboard (SUP). He came aboard Swell for a few minutes to check her out, then we headed off to the pass.

“It’s not the easiest wave,” I explained on the way. ‘It’s kinda shifty and there were long waits between sets yesterday, so it’s easy to drift away from the take-off zone.’ He seemed slightly anxious, but determined. He paddled for the first wave, but pulled out and caught the
IN LATITUDES

next two waves on the head. I cringed as
the board snapped back just in time for
another wall of water to crash in front of
him. ‘Oh no,’ I thought, ‘I’m going to kill
him!’ But he came back out laughing,
took a few deep breaths, and paddled a
little farther outside. Just then a lovely
head-high wave sprang up from the
north. In perfect position, Jimmy turned
and leaned into his strokes. He caught it,
and away he went, disappearing behind
the wall of almost neon blue water. He
paddled back out glowing. We high-fived
and cheered in celebration of his first
wave in French Polynesia. He caught
three more beautiful waves, the last be-
ing overhead. He rode it well inside, and
I began to worry. But just before it closed
out on the reef, his yellow board came
flying over the back of the wave. I was
so thrilled for him that I didn’t even care
whether I caught another wave or not.
Afterward we celebrated with coconuts
and pamplemousse.

“That night I sat at a table with Jess
and the rest of the gang for Jimmy’s
Saturday show. He came on stage rosy-
cheeked and full of stoke. The show was magic. He
played with heart and with an unmistakable
twinkle in his eye. None
of my experience with
Jimmy seemed real, but
the one thing I know for
sure is that it’s great to
have one of your heroes
not just meet, but exceed
your expectations of who
they are. Eternal thanks,
Jimmy!”

A few weeks after we got this report
from Liz, we saw a guy of Jimmy’s height
and stature looking at the waves at Lori-
ent in St. Barth. When we got closer and
saw the guy was wearing a Bora Bora YC
shirt, we knew it was him. That night,
a friend who had spent the afternoon
aboard Jimmy’s motoryacht Continen-
tal Drifter, told us he’d watched about
30 minutes of great high def footage of Liz
surfing Bora Bora that had been taken by
Buffett’s video crew. “She’s really good,”
he said. So who knows, maybe some of
it will end up on a future music video.”

Bill Yeargan and Jean Strain of the
Honolulu-based Irwin 37 Mita Kuuluu
report that the first five of the nearly 60
entries in their first ever Cruisers Rally
to El Salvador have arrived at Bahia del
Sol, El Salvador. At the time they wrote,
many more boats were staged to leave
Changes in Latitudes

Huatulco, Mexico, for the next weather window across the Gulf of Tehuantepec to El Salvador. The couple report that Hotel Bahia del Sol, one of the event’s major sponsors, has hired Claudia Olviedo to be the official rally hostess, and that she’s been and will be helping out with check-ins and organizing weekly cruiser events. There is a bar, of course, that needs to be crossed to get into estuary where Bahia del Sol is located, so the hotel has been providing a bar pilot on a jet ski to help boats get across safely. We hope to have more on the event in the next issue, as this has the potential to turn into a popular annual event.

“At long last, my Kriseten 46 Precious Metal is ready to set sail for more distant shores,” writes Pamela Bendall of British Columbia, who was the major force behind the success of this year’s Zihua SailFest. “My intention is to sail around the world, but my first stop will be the Galapagos. It would be nice if my SSB radio hadn’t been knocked out by lightning and if I had a washing machine, but at least my freezer, fridge and every little cubbyhole is full, thanks to Mauro and Alfonso, my new best Mexican friends. They provided me with plenty of fish, lobster and prawns, but I passed on the iguana. A few days before they’d arrived with iguana tamales and other iguana dishes — all of which looked repulsive to me since the leathery skin that was still intact. Not knowing what to do with them, I brought them to a dock party. The cruiser verdict? ‘Next time we’ll bring the appetizers.’”

On March 14, in response to some members of the U.S. consulate being murdered in Juarez, Mexico, the U.S. Department of State issued a ‘Travel Warning’ for Mexico, which the mainstream media basically passed off as a warning not to travel to Mexico at all. Not once did we hear or read the second paragraph of the advisory being reported: “While millions of U.S. citizens safely visit Mexico each year — including tens of thousands who cross the land border daily for study, tourism or business, and nearly one million U.S. citizens who live in Mexico — violence in the country has increased. It is imperative that U.S. citizens understand the risks in Mexico, how best to avoid dangerous situations, and who to contact if victimized. Common-sense precautions such as visiting only legitimate business and tourist areas during daylight hours, and avoiding areas where prostitution and drug dealing might occur, can help ensure that travel to Mexico is safe and enjoyable.”

We flew to Banderas Bay right after the advisory was issued, and found it to be the object of derision by all the cruisers and expats living in the area. “Does Mexico issue a travel advisory for their citizens not to visit California when somebody gets shot — as they do all the time — in Oakland, San Francisco or south central Los Angeles?” asked one. “We know there are parts of Mexico that are dangerous, just as we know that parts of Oakland are dangerous, but overall, we feel safer here than we do in the United States.”

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